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Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2018-19

Director of Bureau : Secretary for Transport and Housing

Session No. : 9

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THB(T)269	6116	MO Claudia	60	(2) District and Maintenance Works
THB(T)270	5896	TAM Man-ho, Jeremy	60	(1) Capital Projects
THB(T)271	6059	TAM Man-ho, Jeremy	60	(3) Railway Development
THB(T)272	6069	TAM Man-ho, Jeremy	60	(-) Not Specified
THB(T)273	6073	TAM Man-ho, Jeremy	60	(2) District and Maintenance Works
THB(T)274	6074	TAM Man-ho, Jeremy	60	(2) District and Maintenance Works
THB(T)275	6075	TAM Man-ho, Jeremy	60	(3) Railway Development
THB(T)276	5476	WU Chi-wai	60	(1) Capital Projects
THB(T)277	5479	WU Chi-wai	60	(1) Capital Projects
THB(T)278	5492	WU Chi-wai	60	(3) Railway Development
THB(T)279	5494	WU Chi-wai	60	(2) District and Maintenance Works
THB(T)280	6376	CHAN Tanya	91	(1) Land Administration
THB(T)281	5650	CHAN Tanya	100	(1) Infrastructure (5) Government Fleet
THB(T)282	5651	CHAN Tanya	100	(2) Port Services
THB(T)283	5652	CHAN Tanya	100	(3) Local Services
THB(T)284	5653	CHAN Tanya	100	(4) Services to Ships
THB(T)285	5895	TAM Man-ho, Jeremy	100	(-) Not Specified
THB(T)286	6076	TAM Man-ho, Jeremy	100	(3) Local Services
THB(T)287	6077	TAM Man-ho, Jeremy	100	(3) Local Services
THB(T)288	5267	YICK Chi-ming, Frankie	100	(3) Local Services
THB(T)289	5268	YICK Chi-ming, Frankie	100	(4) Services to Ships
THB(T)290	5272	YICK Chi-ming, Frankie	100	(3) Local Services
THB(T)291	3721	CHAN Chi-chuen	158	(1) Director of Bureau's Office
THB(T)292	3741	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)293	3745	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)294	5661	CHAN Tanya	158	(2) Land and Waterborne Transport

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THB(T)295	5662	CHAN Tanya	158	(3) Air and Sea Communications and Logistics Development
THB(T)296	4403	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
THB(T)297	4497	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
THB(T)298	5057	CHU Hoi-dick	158	(2) Land and Waterborne Transport
THB(T)299	4268	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)300	4269	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)301	4270	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)302	4272	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)303	4273	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)304	4317	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)305	4320	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)306	4356	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
THB(T)307	5936	KWOK Wing-hang, Dennis	158	(2) Land and Waterborne Transport
THB(T)308	6029	KWOK Wing-hang, Dennis	158	(2) Land and Waterborne Transport
THB(T)309	6379	KWOK Wing-hang, Dennis	158	(2) Land and Waterborne Transport
THB(T)310	5365	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)311	4154	LEUNG Yiu-chung	158	(-) Not Specified
THB(T)312	5430	MA Fung-kwok	158	(3) Air and Sea Communications and Logistics Development
THB(T)313	6098	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)314	6099	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)315	6100	MO Claudia	158	(2) Land and Waterborne Transport

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THB(T)316	6101	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)317	5306	NG Wing-ka, Jimmy	158	(3) Air and Sea Communications and Logistics Development
THB(T)318	5146	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
THB(T)319	5252	TAM Man-ho, Jeremy	158	(3) Air and Sea Communications and Logistics Development
THB(T)320	6009	TAM Man-ho, Jeremy	158	(1) Director of Bureau's Office
THB(T)321	6066	TAM Man-ho, Jeremy	158	(3) Air and Sea Communications and Logistics Development
THB(T)322	5809	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
THB(T)323	5822	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
THB(T)324	5823	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
THB(T)325	5824	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
THB(T)326	5826	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
THB(T)327	5828	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
THB(T)328	3636	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
THB(T)329	3724	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
THB(T)330	5332	CHAN Pierre	186	(6) Public Transport Fare Subsidy Scheme
THB(T)331	5663	CHAN Tanya	186	(1) Planning and Development
THB(T)332	5664	CHAN Tanya	186	(3) District Traffic and Transport Services
THB(T)333	5665	CHAN Tanya	186	(4) Management of Transport Services
THB(T)334	4493	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
THB(T)335	6346	CHOW Ho-ding, Holden	186	(1) Planning and Development

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THB(T)336	5111	CHU Hoi-dick	186	(2) Licensing of Vehicles and Drivers
THB(T)337	3795	HO Kai-ming	186	(1) Planning and Development
THB(T)338	4265	KWOK Ka-ki	186	(4) Management of Transport Services
THB(T)339	4274	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
THB(T)340	4284	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)341	4285	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)342	4306	KWOK Ka-ki	186	(4) Management of Transport Services
THB(T)343	4312	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)344	4313	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)345	4314	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)346	4333	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
THB(T)347	5940	KWOK Wing-hang, Dennis	186	(1) Planning and Development
THB(T)348	5941	KWOK Wing-hang, Dennis	186	(4) Management of Transport Services
THB(T)349	5942	KWOK Wing-hang, Dennis	186	(1) Planning and Development
THB(T)350	5943	KWOK Wing-hang, Dennis	186	(3) District Traffic and Transport Services
THB(T)351	5360	LEUNG Mei-fun, Priscilla	186	(3) District Traffic and Transport Services
THB(T)352	4169	LEUNG Yiu-chung	186	(-) Not Specified
THB(T)353	5872	MO Claudia	186	(1) Planning and Development
THB(T)354	5873	MO Claudia	186	(3) District Traffic and Transport Services
THB(T)355	5886	MO Claudia	186	(2) Licensing of Vehicles and Drivers
THB(T)356	6367	MOK Charles Peter	186	(6) Public Transport Fare Subsidy Scheme
THB(T)357	5859	OR Chong-shing, Wilson	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
THB(T)358	5470	QUAT Elizabeth	186	(1) Planning and Development

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THB(T)359	5472	QUAT Elizabeth	186	(1) Planning and Development
THB(T)360	5200	TAM Man-ho, Jeremy	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers (3) District Traffic and Transport Services
THB(T)361	5201	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers (3) District Traffic and Transport Services
THB(T)362	5202	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)363	5258	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
THB(T)364	5263	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)365	5266	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)366	5273	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)367	5277	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)368	5279	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)369	6050	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)370	6051	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)371	6052	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
THB(T)372	6053	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)373	6054	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)374	6055	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
THB(T)375	6056	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
THB(T)376	6057	TAM Man-ho, Jeremy	186	(1) Planning and Development (3) District Traffic and Transport Services
THB(T)377	6063	TAM Man-ho, Jeremy	186	(4) Management of Transport Services

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THB(T)378	6070	TAM Man-ho, Jeremy	186	(-) Not Specified
THB(T)379	6071	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
THB(T)380	6072	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)381	6078	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)382	6134	TAM Man-ho, Jeremy	186	(1) Planning and Development
THB(T)383	6138	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
THB(T)384	6143	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
THB(T)385	6148	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
THB(T)386	5812	TSE Wai-chun, Paul	186	(1) Planning and Development
THB(T)387	5515	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)388	5518	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)389	5519	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)390	5520	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)391	5522	WU Chi-wai	186	(1) Planning and Development
THB(T)392	5523	WU Chi-wai	186	(4) Management of Transport Services
THB(T)393	5531	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)394	5731	WU Chi-wai	186	(2) Licensing of Vehicles and Drivers
THB(T)395	5789	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)396	5271	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers

CONTROLLING OFFICER'S REPLY**THB(T)001****(Question Serial No. 3273)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Under this programme, the provision for 2018-19 is \$50.7 million (11.7%) higher than the revised estimate for 2017-18. This is mainly due to the increased provision for the creation of 48 posts in 2018-19, filling of vacancies and other operating expenses. Will the Government inform this Committee of the number of wastage under this Programme in 2017-18, and the post titles and annual salary expenditure of the 48 posts to be created in 2018-19?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 55)Reply:

In 2017-18, the number of wastage of departmental staff (including retirees and resignees) under Programme (3) Air Traffic Management is 23, which amounted to 4.8% of the total establishment of the departmental grades concerned.

In 2018-19, 48 civil service posts will be created under Programme (3) with details of rank and annual salary cost (in terms of notional annual mid-point salary) as follows:

Rank	Nature	Number of Posts	Total Annual Salary Cost (\$ million)
Chief Air Traffic Control Officer	Time-limited (7 years)	1	1.765
Chief Air Traffic Control Officer	Permanent	1	1.765
Air Traffic Control Officer I	Permanent	2	2.779

Air Traffic Control Officer II	Permanent	1	1.076
Air Traffic Control Officer III/Student Air Traffic Control Officer	Permanent	10	4.756
Air Traffic Control Officer III/Student Air Traffic Control Officer	Time-limited (8 years)	10	4.756
Air Traffic Flight Services Officer I	Permanent	10	5.836
Air Traffic Flight Services Officer II/Air Traffic Flight Services Officer III	Permanent	2	0.549
Senior Operations Officer	Permanent	1	1.390
Operations Officer	Permanent	2	1.808
Assistant Operations Officer	Permanent	1	0.421
Principal Information Officer	Permanent	1	1.122
Senior Executive Officer	Permanent	1	0.989
Executive Officer I	Permanent	3	2.202
Clerical Officer	Permanent	1	0.421
Assistant Clerical Officer	Permanent	1	0.263
Total:		48	31.898

- End -

CONTROLLING OFFICER'S REPLY

THB(T)002

(Question Serial No. 0566)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the estimates for Programme (1) Flight Standards, after the flight cancellation incident of Hong Kong Express Airways, has the Civil Aviation Department (CAD) allocated more resources to enhance the monitoring and inspecting of Hong Kong air operators in respect of flight operations policy and standards, flight crew training and aircraft maintenance standards, etc.?

Asked by: Hon CHAN Chun-ying (Member Question No. (LegCo use): 12)

Reply:

Aviation safety is the top priority of the CAD. The CAD has all along been complying with the standards and requirements established by the International Civil Aviation Organization (ICAO). The safety management system of aviation activities in Hong Kong has been developed in strict compliance with ICAO's standards, and implemented in the local context by means of relevant legislation and CAD's guidance documents. All Hong Kong air operators must operate their flight in accordance with the requirement of Air Navigation (Hong Kong) Order 1995 and Air Operator's Certificates Requirements Document.

To monitor Hong Kong air operators, the CAD has been conducting routine inspections. These inspections include flight inspections, inspections on maintenance, documents inspections, training inspections, inspection visits at out-stations, inspections on examiners etc. The routine inspection programme on operators focuses on aviation activities identified to be at a higher risk level, which is determined on the basis of previous inspection findings and data on operational safety. If required, the CAD may step up their oversight on the operators with unscheduled inspections. In addition, to ensure that expected safety standard can be achieved, the CAD conducts annual review to ensure that the operational capability of an operator continues to meet the expected safety standards in terms of its management structure and organisation, facilities and equipment, training, maintenance and other operational support arrangements, etc. The CAD also conducts

inspections on the air operators' associated maintenance activities as well as maintenance organisations in general.

Over the past five years, the respective numbers of holders of Air Operator's Certificate, Hong Kong registered aircraft and flight crew and aircraft maintenance licences processed, among others, have increased by 10%, 12% and 56% respectively. To cope with the increasing workload and strengthen CAD's monitoring work, the Department will create five new posts of Operations Officer grade (i.e. two Senior Operations Officers, two Operations Officers and one Assistant Operations Officer) in the Flight Standards and Airworthiness Division in 2018-19. The annual salary cost (in terms of notional annual mid-point salary) of the five posts is around \$5 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 0567)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) mentioned in Programme (5) that during 2018-19, the Government would review the regulation of unmanned aircraft systems (UAS) in Hong Kong and launch a public consultation on the issue. In this connection, will the Government advise this Committee on the following:

- (1) the estimated expenditure and manpower resources involved for launching the public consultation; and
- (2) whether resources will be allocated by the CAD for education and publicity on the correct use of UAS?

Asked by: Hon CHAN Chun-ying (Member Question No. (LegCo use): 11)

Reply:

The CAD engaged a consultant in March 2017 to conduct a study on the regulation of UAS. The aim of the study was to assist the Government in reviewing the appropriateness and effectiveness of the existing statutory requirements and in exploring ways to refine the prevailing regulatory regime with a view to accommodating the technological development and diversified uses of UAS while safeguarding public safety.

In early April 2018, the CAD published the consultancy report (https://www.cad.gov.hk/english/uas_view.html) and launched a 3-month public consultation on six key proposals regarding the UAS regulatory regime, including the establishment of a UAS registration system, risk-based classification of UAS operations, training and assessment requirements, drone maps for UAS operators, insurance requirements for UAS, and indoor operations of UAS. The CAD will study the public's views in consultation with relevant government bureaux/departments, with the aim of striking an appropriate balance between facilitating usage and development of UAS on the one hand and protecting public safety on the other. Subject to the outcome of the public consultation, the CAD will formulate a detailed proposal on the way forward.

At the same time, the CAD will continue the promotion of safe UAS operations through various channels, including CAD's website, social media platform, etc. Since October 2016, the CAD has distributed over 33 800 safety leaflets to UAS operators as well as general public through major distributors, manufacturers, flying clubs/associations, Home Affairs Enquiry Centres of all 18 Districts. To reach out to a wider audience, the CAD launched a campaign to broadcast UAS safety messages through television and radio programmes in May 2017.

To strengthen our work on UAS, the CAD will establish a dedicated office in 2018-19 under the Air Services and Safety Management Division to handle tasks and duties related to UAS including, inter alia, the public consultation on regulation of UAS and publicity on the safe operation of UAS. The newly established office will comprise two Senior Operations Officers, two Operations Officers and one Assistant Operations Officer. Two of the posts (i.e. one Operations Officer and one Assistant Operations Officer) are new posts to be created in 2018-19 involving an annual salary cost (in terms of notional annual mid-point salary) of \$1.325 million while the remaining three posts are from internal redeployment using existing resource. The other expenses, including those for launching the public consultation and publicity on the safe operation of UAS, will also be absorbed under departmental expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)004

(Question Serial No. 2609)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) of this Head, it is stated that the Government will provide professional and technical training to all Air Traffic Control (ATC) staff. In this connection, will the Government inform this Committee:

1. of the specific work and expenditure involved in the training in the past three years;
2. whether the Government will consider introducing any supporting measures in addition to training courses to ensure that competence of the ATC staff is maintained up to the highest possible professional and technical standard?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. (LegCo use): 51)

Reply:

The Civil Aviation Department (CAD) has been arranging various professional and technical training to its ATC staff, including newly recruited ones, through in-house training unit or other local and overseas professional institutions. These trainings range from elementary ATC courses to various aspects of daily ATC operation, including Airspace Design, Flight Procedure Design, Air Traffic Management, Safety Investigation and Analysis, and Instructional Techniques for officers in charge of ATC staff, etc.

The CAD has also organised in-house regular refresher training and revalidation examinations to reinforce the skills of ATC staff and ensure that they are maintained at the highest possible level. In addition, special briefing sessions are organised every year before the onset of bad weather seasons to heighten the awareness of ATC staff on the special handling under such situation. As well, sharing of operational information and experience is regularly conducted during team briefing sessions.

As the provision of in-house training form part of the normal duties of CAD staff, no additional staffing expenses are incurred. With regard to the external courses, such as Airspace Strategy Course provided by the Institute of Air Navigation Services of

Eurocontrol, Safety Oversight Inspectors (Air Navigation Services) Course provided by the Singapore Aviation Academy, Aeronautical Information Management Course provided by the International Air Transport Association's training centre in Singapore, etc., the expenditure involved from 2015-16 to 2017-18 and estimated expenditure for 2018-19 is as follows: -

2015-16 ^{Note}	2016-17	2017-18	2018-19 ^{Note} (Estimated)
\$8.32 million	\$0.67 million	\$1.47 million	\$6.08 million

Note: Elementary ATC training will be arranged in batches for newly recruited Student ATC Officers depending on recruitment intake and training schedules. The relatively larger expenditure on training in years 2015-16 and 2018-19 was mainly due to a relatively large number of new recruits and the provision of elementary ATC training, part of which was conducted overseas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)005

(Question Serial No. 2820)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Since the commissioning of the new Air Traffic Control (ATC) system of the Civil Aviation Department (CAD) in November last year, there have been repeated incidents relating to the system. A media report even mentioned that according to frontline staff of the Airport Authority, the problem of “system crash” was getting more serious. Additional rebooting of the system was required for more than 20 times since April last year. The situation had aroused concern. Although there has not been a major incident yet, as a system costing \$1.5 billion, the efficiency target of the new ATC system has definitely not been met. In this connection, will the Government advise this Committee of the following:

1. How much resources has the CAD allocated to monitor and conduct fault detection of the new ATC system? If so, what are the results?
2. Can the Government undertake that after completing all fault detection, the efficiency of the new ATC system can be enhanced to raise public confidence towards the new ATC system?
3. What are the details on the maintenance and implementation cost of the new ATC system (including the payment to the contractor, the recruitment and training of new staff for the new system, and the commission of the expert panel by the CAD, etc.)?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 18)

Reply:

(1) – (3)

The new ATC system is implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee

of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered several teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. The ATMS had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five severe tropical storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the HKIA recovered from the impact of Super Typhoon HATO. The ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the ATMS increased by 7.6% as compared with 2016, affirming the performance of the ATMS and front-line air traffic controllers.

It needs to be clarified that the ATMS has not experienced any “system crash” (neither a frozen radar screen nor suspension of operation) since its commissioning in November 2016. Regular housekeeping procedures are carried out, including the close monitoring of the real-time performance and the functionality of all the sub-systems, and the carrying out of checks and maintenance work at all the workstations in the new ATCC and the Control Tower at appropriate intervals, which includes regular rebooting of individual workstations to maintain smooth system operation. The CAD’s current established procedure for rebooting workstations is in line with the recommendations of the system contractor as well as the experience gained from actual operation.

An expert panel comprising local and overseas experts, set up by the CAD, has examined the teething issues encountered by the ATMS and confirmed that these issues, which were properly handled by CAD’s staff members with professional expertise and experience as per established procedures, did not undermine aviation safety. The expert panel remarked that the overall performance of the ATMS was satisfactory and smooth after a run-in period. The expert panel also considered that the performance of the ATMS has exceeded international requirements. For details, please refer to the expert panel’s final report (www.cad.gov.hk/english/reports.html).

In recognition of the significant contribution made by the CAD in upgrading the reliability of the CAD’s air traffic management services as a result of the implementation of the ATMS, the Civil Air Navigation Services Organisation presented the CAD with the 2017 Global Safety Achievement Award.

The CAD will continue to closely monitor the performance of the ATMS and optimise the system to enhance its functions in order to cope with increasing air traffic in the future. During the process, the CAD will spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

The maintenance of the ATMS and staff training are part of the regular work of the CAD and, as such, do not entail additional civil service staff costs. All the expert panel members,

appointed by the CAD, attended the expert panel meetings on a voluntary basis without remuneration. In accordance with the Government's usual practice, the expenses on air tickets and hotel accommodation for two overseas expert panel members to attend the expert panel meetings held in Hong Kong were reimbursed by in-house resources of the CAD on an actual cost basis.

Apart from the general staff costs and routine expenses, the total implementation costs for the ATMS (Phase 2) in 2017-18 and 2018-19 are \$4.15 million (actual) and \$3.4 million (projected) respectively. The total maintenance costs for the ATMS (Phase 1) in 2017-18 and 2018-19 are \$16.94 million (actual) and \$18 million (projected) respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)006

(Question Serial No. 0909)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway of the Hong Kong International Airport (HKIA) is targeted for completion in 2023. With the expansion of the HKIA, the demand for air traffic control (ATC) staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2018-19 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 1)

Reply:

To cope with the increasing demand for air traffic services, the CAD has been arranging various professional and technical training to its ATC staff, including newly recruited ones, through in-house training unit or other local and overseas professional institutions. These trainings range from elementary ATC courses to various aspects of daily ATC operation, including Airspace Design, Flight Procedure Design, Air Traffic Management, Safety Investigation and Analysis, and Instructional Techniques for officers in charge of ATC staff, etc.

In 2018-19, the CAD plans to arrange elementary as well as specialised training courses organised by other local and overseas professional institutions for the various ranks of its ATC staff. As the provision of in-house training forms part of the normal duties of CAD staff, no additional staffing expenses are incurred. With regard to the external courses, such as Airspace Strategy Course provided by the Institute of Air Navigation Services of Eurocontrol, Safety Oversight Inspectors (Air Navigation Services) Course provided by the Singapore Aviation Academy, Aeronautical Information Management Course provided by the International Air Transport Association's training centre in Singapore, etc., the estimated expenditure involved for 2018-19 is around \$6 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)007

(Question Serial No. 3185)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to provide professional and technical training to Air Traffic Control (ATC) staff in 2018-19, what are the specific work plan, expenditure involved and number of staff received training?

Asked by: Hon LEUNG Kenneth (Member Question No. (LegCo use): 2.17)

Reply:

The Civil Aviation Department (CAD) has been arranging various professional and technical training to its ATC staff, including newly recruited ones, through in-house training unit or other local and overseas professional institutions. These trainings range from elementary ATC courses to various aspects of daily ATC operation, including Airspace Design, Flight Procedure Design, Air Traffic Management, Safety Investigation and Analysis, and Instructional Techniques for officers in charge of ATC staff, etc.

In addition, the CAD plans to arrange elementary as well as specialised training courses organised by other local and overseas professional institutions for the various ranks of its ATC staff in 2018-19. As the provision of in-house training forms part of the normal duties of CAD staff, no additional staffing expenses are incurred. With regard to the external courses, such as Airspace Strategy Course provided by the Institute of Air Navigation Services of Eurocontrol, Safety Oversight Inspectors (Air Navigation Services) Course provided by the Singapore Aviation Academy, Aeronautical Information Management Course provided by the International Air Transport Association's training centre in Singapore, etc. The estimated expenditure for 2018-19 is around \$6 million involving 260 training places.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 2223)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Did the Civil Aviation Department (CAD) conduct any Search and Rescue Exercise (SAREX) in the previous financial year? If yes, what were the details? If no, what were the reasons? When will the exercise be conducted again to strengthen the CAD's co-operation and co-ordination with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (Member Question No. (LegCo use): 89)

Reply:

In accordance with the Standards and Recommended Practices (SARP) published by the International Civil Aviation Organization, the CAD conducts the SAREX from time to time with a view to strengthening co-operation and co-ordination in search and rescue operations between the CAD and the other search and rescue organisations. The exercise also provides qualified air traffic control officers, aircrew and other search and rescue units likely to be involved in such operations with continued training and familiarisation with search and rescue techniques.

To enhance CAD's capabilities in coordinating search and rescue operations in the event of aircraft accidents, the CAD successfully conducted a long range SAREX (i.e. conducted within the area of the Hong Kong Flight Information Region) on 12 December 2017, with the participation of six search and rescue organisations, including the Hong Kong Garrison of the Chinese People's Liberation Army and the Rescue and Salvage Bureau of the Ministry of Transport of the Central People's Government; and the CAD, the Government Flying Service, the Hong Kong Observatory and the Marine Department of the Hong Kong Special Administrative Region Government. The exercise simulated an aircraft which, having departed from the Hong Kong International Airport, came under distress and ditched into the sea at about 50 nautical miles east of Hong Kong. The CAD initiated the established search and rescue procedures and co-ordinated with the relevant units to carry out search and rescue operation in search of the aircraft.

The CAD will keep in view the timing for the next SAREX, taking into account the training needs of the department and the other relevant organisations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 0066)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "Airport Standards", will the Government advise on the following:

1. whether the demand for helicopter services has increased this year; if so, the details; if not, the reasons for that;
2. whether new measures will be introduced to enhance the monitoring of aircraft noise; if so, the details; if not, the reasons for that;
3. whether regular reviews are conducted to monitor the safety procedures and practices in respect of the operation of the airport; if so, the details; if not, the reasons for that?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 5)

Reply:

- (1) In 2017, a total of 15 292 helicopter movements by commercial helicopter operators carrying a total of 66 232 passengers were recorded on operations to, from and within Hong Kong. These represent an increase of 9.5% and 16.7% respectively when compared with 2016.
- (2) The Civil Aviation Department (CAD) monitors the noise caused by aircraft operations through a computerized Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport (HKIA), and a computer to correlate the noise data collected through these NMTs with the actual aircraft flight tracks detected by the CAD's radar system. The consolidated noise data are uploaded onto the CAD's website regularly (https://www.cad.gov.hk/english/ac_noise.html).

The CAD has also implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization (ICAO) to alleviate the noise impact on local communities. These measures include:

- (i) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures so as to reduce noise impact on areas in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (ii) the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, in particular Ma Wan, and reduces the impact of aircraft noise on these areas;
- (iii) to reduce aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Volume I, Part II of Annex 16 to the Convention on International Civil Aviation (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap. 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (iv) since March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11 pm and 7 am. With effect from October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities;
- (v) between midnight and 7 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This measure aims at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
- (vi) between 11 pm and 7 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the HKIA are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island; and
- (vii) all aircraft approaching the HKIA from the northeast between 11 pm and 7 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered.

The CAD regularly reviews the effectiveness of these noise mitigation measures. Taking the noise data of the CAD recorded at Ma Wan NMT as an example, the number of noise events of high decibel level (80 decibels or above) during the night period in 2017 have reduced by 80% compared with 2012, and those of 70 decibels or above during the night period have also reduced by 33% during the same period. This showed the effectiveness of the related noise mitigation measures.

To further strengthen the above measures, the CAD is also planning to impose more stringent requirements with additional operating restrictions on aircraft which do not comply with the noise standards in Chapter 4 of Volume I, Part II of Annex 16 to the Convention on International Civil Aviation (Chapter 4 noise standards (See *Note* below)), or equivalent, to operate at the HKIA from 10 pm to 7 am on the following day starting from the Summer Season of 2019. This measure, when implemented, will further alleviate the aircraft noise impact on the local communities.

Apart from the above measures, with the advancement of aviation technology, aircraft engines are quieter than before. The improved design of airframe has also helped reduce noise significantly. The CAD has been working with the Airport Authority (AA) to implement a pilot noise quota count scheme which encourages airlines to use newer-model and quieter aircraft. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as A350, A380, B777-300ER/200LR, B747-8, B787, etc. As the number of newer-model aircraft in their fleets further increases, the aircraft noise impact will be further alleviated in the long run.

(Note: Volume I, Part II of Annex 16 to the Convention on International Civil Aviation sets out the aircraft noise standards formulated by the ICAO at different times. The aircraft noise standards of Chapter 4, which are applicable to aircraft for which the application for a Type Certificate was submitted in or after 2006, were more stringent than those of Chapter 3. Generally speaking, the noise levels of Chapter 4-compliant aircraft were lower than those of Chapter 3-compliant aircraft.)

- (3) To operate the HKIA, the AA is required to obtain an Aerodrome Licence issued by the CAD. The Aerodrome Licence is subject to renewal on a yearly basis and the CAD reviews the safety standards and the operational performance of the HKIA through document reviews and trend analysis, on-site inspections and audits, assessment on implementation of improvement plans, and various review meetings during the year, to ensure its continued compliance with the aerodrome licensing requirements. The CAD also regularly reviews the aerodrome licensing requirements based on the latest ICAO standards and the best industry practices to ensure the continued relevance of the licensing requirements.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)010

(Question Serial No. 0067)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to “review the regulation of unmanned aircraft systems (UAS) in Hong Kong”, will the Government advise on the following:

1. in view of the wide use of UAS in recent years and inadequate awareness of its impact on aviation safety by members of the public, whether publicity will be stepped up by the Department to enhance the aviation awareness of the public; if so, the measures; if not, the reasons for that;
2. in respect of the requirement that applications have to be made for operating UAS for non-recreational purpose, the number of applications received per year and the main industries/organisations from which the applications were made; whether assessment has been made on the implementation of the system; if so, the details; if not, the reasons for that;
3. whether there is a schedule for the review and whether the review report will be made public; if so, the details; if not, the reasons for that?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 7)

Reply:

The Civil Aviation Department (CAD) promotes UAS safety through various channels, including:

- (a) CAD's Website – Safety information and guidelines (e.g. DOs and DON'Ts, etc.) are published on CAD's website to proactively enhance the safety awareness of the public and industry;
- (b) Leaflet – Since October 2016, the CAD has distributed over 33 800 leaflets on UAS safety to UAS operators as well as general public through major distributors, manufacturers, flying clubs/associations, Home Affairs Enquiry Centres of all 18 Districts, etc;
- (c) Social Media – Noting that Facebook pages dedicated for UAS discussions have become a popular channel for users to gather or exchange information on UAS, in early January 2017 the CAD started to post messages about UAS safety on social

media platforms to further promote safety awareness and safety concepts amongst target audience;

- (d) Television and Radio – To reach out to a wider audience, the CAD launched a new campaign to broadcast UAS safety messages through television and radio stations since May 2017; and
- (e) Meetings with Industry – the CAD meets and maintains regular dialogues with major UAS / model aircraft associations and manufacturers to enhance cooperation on safety promotion.

The CAD will continue to promote and enhance the safety awareness of the public and industry.

From 2015 to 2017, the CAD received 359 applications for non-recreational use of UAS with breakdowns as follows:

Year of application	2015	2016	2017
Total no. of applications	84	96	179

The majority of the applications were from private companies for surveying and aerial photography/filming purposes. The CAD regularly reviews and streamlines the procedures and relevant arrangements, to ensure that they are able to cope with the increasing number of applications while upholding aviation safety.

In March 2017, the CAD engaged a consultant to conduct a study on the regulation of UAS in order to assist the Government in reviewing the appropriateness and effectiveness of the existing statutory requirements and in exploring ways to refine the prevailing regulatory regime with a view to accommodating the technological development and diversified uses of UAS while further safeguarding public safety. In early April 2018, the CAD published the consultancy report (https://www.cad.gov.hk/english/uas_view.html) and launched a 3-month public consultation on six key proposals regarding the UAS regulatory regime, including the establishment of a UAS registration system, risk-based classification of UAS operations, training and assessment requirements, drone maps for UAS operators, insurance requirements for UAS, and indoor operations of UAS. The Government will consider the way forward for the regulation of UAS after assessing the views/comments collected.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)011****(Question Serial No. 0068)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

The Department is expected to have an increase of 82 posts in 2018-19. The rate of increase is comparatively higher than previous years. Please inform this Committee:

- (1) whether the increase of posts is due to business growth or other reasons; please illustrate in details; and
- (2) of the positions and salaries of these new posts in detail.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 10)Reply:

- (1) The creation of 82 civil service posts by the Civil Aviation Department aims to (i) cope with continuous growth in air traffic and provide support to the Three-runway System (3RS) Project which is being implemented by the Airport Authority; (ii) cope with increasing workload and ad hoc projects in relation to the rapid development of the aviation industry arising from, specifically, increase in inspections of flights and aircraft airworthiness and air services and safety management; and (iii) enhance support to the International Civil Aviation Organization (ICAO) initiatives such as implementing aviation safety initiatives and providing technical assistance to other ICAO Member States in aspects of personnel training, regulatory approvals and safety oversight system, etc., with a view to raising Hong Kong's profile at ICAO and the international arena.
- (2) The duties, rank, nature, number of posts and annual salary cost (in terms of notional annual mid-point salary) of the 82 civil service posts are as follows:

Duties	Rank	Nature	Number of Posts	Total Annual Salary Cost (\$million)
To cope with growth in air traffic and provide support to the 3RS Project	Chief Air Traffic Control Officer	Time-limited (7 years)	1	1.765

	Chief Air Traffic Control Officer	Permanent	1	1.765
	Air Traffic Control Officer I	Permanent	2	2.779
	Air Traffic Control Officer II	Permanent	1	1.076
	Air Traffic Control Officer III/Student Air Traffic Control Officer	Permanent	10	4.756
	Air Traffic Control Officer III/Student Air Traffic Control Officer	Time-limited (8 years)	10	4.756
	Air Traffic Flight Services Officer I	Permanent	10	5.836
	Air Traffic Flight Services Officer II/Air Traffic Flight Services Officer III	Permanent	2	0.549
	Senior Operations Officer	Permanent	1	1.390
	Operations Officer	Permanent	4	3.615
	Assistant Operations Officer	Permanent	6	2.526
	Senior Electronics Engineer	Permanent	2	2.779
	Electronics Engineer/Assistant Electronics Engineer	Permanent	6	4.494
	Electronics Engineer/Assistant Electronics Engineer	Time-limited (7 years)	2	1.498
	Senior Electrical and Mechanical Engineer	Time-limited (7 years)	1	1.390

	Building Services Inspector	Time-limited (7 years)	1	0.670
	Senior Executive Officer	Permanent	1	0.989
	Executive Officer I	Permanent	2	1.468
	Executive Officer II	Permanent	1	0.486
	Principal Information Officer	Permanent	1	1.122
To cope with increasing workload and ad hoc projects in relation to the expansion of aviation industry	Senior Operations Officer	Permanent	2	2.779
	Operations Officer	Permanent	4	3.615
	Assistant Operations Officer	Permanent	3	1.263
	Executive Officer I	Permanent	1	0.734
	Clerical Officer	Permanent	2	0.842
	Assistant Clerical Officer	Permanent	1	0.263
To enhance support to ICAO initiatives with a view to raising Hong Kong's profile at ICAO	Senior Operations Officer	Permanent	1	1.390
	Electronics Engineer/Assistant Electronics Engineer	Permanent	1	0.749
	Operations Officer	Permanent	1	0.904
	Air Traffic Control Officer II	Permanent	1	1.076
Total:			82	59.324

- End -

CONTROLLING OFFICER'S REPLY

THB(T)012

(Question Serial No. 0070)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Hong Kong International Aviation Academy (Academy), will the Department advise on the following:

- (1) whether the courses organised by the Academy are on a self-financing basis; if yes, the details; if not, the reasons for that;
- (2) whether the Government has at present allocated any financial resources to the Academy for organising courses and development; if yes, the details; if not, the reasons for that; and
- (3) whether allocation of more resources will be requested to facilitate talent training for the development of aviation industry; if yes, the details; if not, the reasons for that?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 15)

Reply:

The Academy is established, managed and operated by the Airport Authority (AA). It is wholly funded and owned by the AA and operated on a cost-recovery basis. In support of the Academy, the Transport and Housing Bureau and the Civil Aviation Department sit on the Steering Committee of the Academy to provide policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses to the Academy. The Government will continue to provide support to the Academy with a view to facilitating talent training for future development of the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)013

(Question Serial No. 1099)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the new air traffic control (ATC) system, please list out in detail all the incidents that had occurred since the commissioning of the new ATC system in November 2016, the follow-up measures taken by the Government and the expenditures involved.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 18)

Reply:

The new ATC system is implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered several teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. The ATMS had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five severe tropical storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the HKIA recovered from the impact of Super Typhoon HATO. The ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the ATMS increased by 7.6% as compared with 2016, affirming the performance of the ATMS and front-line air traffic controllers.

The Civil Aviation Department (CAD) has all along been keeping the public informed of the operation of the ATMS in an open and transparent manner, including the occasional teething problems during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. The teething problems occurred since the full commissioning on 14 November 2016 are summarised as follows:

Date	Incident
15 November 2016	The position of a departing flight was not displayed on the radar screen for 12 seconds. It should be noted that radar signals may be affected by different external factors (for instance aircraft transponder is busy or has radio communication problems, the reception of radar signals is interfered by external factors, terrain or obstacles etc.).
29 November 2016	Radar screens were unable to display some of the flight information (such as aircraft callsigns and ground speed) for about 26 seconds. The issue was primarily caused by the number one Flight Data Processor of the Main system which encountered a file access anomaly when it tried to access certain archived playback data triggering automatic switchover to its number two hot-standby server. During the restoration process of number one server, the screen refreshed with momentary flight plan dis-association affecting those targets that were already associated with flight plans at the time at all logged-on workstations. To safeguard aviation safety, air traffic controllers have suspended the handling of departure flights for 15 minutes during the incident.
12 December 2016	Radar screens were unable to display some of the flight information for about 75 seconds. The incident was caused by working staff not following the recommended procedures promulgated by the department earlier to avoid retrieving and archiving data from the Main System. This was not a problem of the ATMS.
26 December 2016	Two planner positions could not process the command to change the operation configuration temporarily in the ATCC as the command entered did not fully match with the operating configuration. Some 20 departure flights were affected.
8 April 2017	The Flight Data Processors of the Main System experienced a momentary hitch which was caused by an accumulation of users' preferences settings exceeding the preset system limit. Once the Fallback System took up the role of Main System, the operation of the ATMS resumed normal. All flight targets were continuously displayed on the radar screens throughout the occurrence. As a precaution, air traffic controllers deferred

¹ For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

	giving clearance to departure flights for about 15 minutes. Arrivals and flights flying through the Hong Kong Flight Information Region were not affected. Aviation safety was not affected.
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In addition, some sub-systems which are independent from the old ATMS have also been enhanced by the ATMS and incorporated into the new system. The teething problems of these sub-systems are summarised as follows:

Date	Incident
	Arrival Manager System (AMAN) ² :
18 November 2016	The AMAN temporarily could not show the arrival sequence of the arrival flights for about two minutes due to human factors;
2 January 2017	The AMAN temporarily could not show the arrival sequence of the arrival flights for about two minutes due to human factors;
12 February 2017	The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN;
3 April 2017	The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN; and
10 June 2017	The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN.
	Tower Electronic Flight Strips (TEFS) System:
18 December 2016	Some functions of the TEFS System were temporarily and intermittently affected due to a software glitch relating to memory management; and
2 May 2017	Some functions of the TEFS System were temporarily and intermittently affected due to a software glitch in the TEFS System when cleaning up old flight information.

² The AMAN is not a tool to safeguard the standard separation between the aircraft, but basically a tool to provide automatically the arrival sequence of arrival flights and to assist the air traffic controllers in arranging the arrival sequence, so as to achieve more efficient use of airspace and optimise the arrival capacity.

All the above incidents involving the main system and sub-systems of the ATMS did not affect aviation safety. They were later addressed through the deployment of software fixes, briefings provided to staff and updates of relevant procedures.

Apart from the above incidents, there were seven cases of individual screen/keyboard/mouse not being responsive to commands. During the occurrences, all flight targets and data were shown on the screen. Similarly, aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during period with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. The CAD continues to carry out regular housekeeping procedures of the ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations of the system contractor as well as the experience gained from actual operation.

There were also occasional teething issues caused by the limitations of radar surveillance technology (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks and false targets). Any ATMS, regardless of the brand, would encounter this situation. This phenomenon is not unique to the ATMS and is also observed in ATMS elsewhere and in the old ATMS of the CAD. Well-trained and professional air traffic controllers are fully capable in handling these situations and aviation safety has never been affected. With the progressive implementation of satellite-based Automatic Dependent Surveillance – Broadcast (ADS-B) technology and its full integration into the ATMS, the average number of split tracks, false targets and aircraft positions temporarily not being displayed decreased from 3.4, 8.6 and 1.9 times per week during the initial operation of the ATMS from November 2016 to March 2017 to 0, 1.6 and 0.2 times per week respectively between December 2017 and February 2018. The CAD plans to further extend the application of ADS-B to cover the entire Hong Kong Flight Information Region in 2018-19. The CAD will continue its efforts to closely monitor the overall ADS-B performance.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above issues and confirmed that these issues, which were properly handled by CAD's staff members with professional expertise and experience as per established procedures, did not undermine aviation safety. The expert panel remarked that the overall performance of the ATMS was satisfactory and smooth after a run-in period. The expert panel also considered that the performance of the ATMS has exceeded international requirements. For details, please refer to the expert panel's final report (www.cad.gov.hk/english/reports.html).

In recognition of the significant contribution made by the CAD in upgrading the reliability of the CAD's air traffic management services as a result of the implementation of the ATMS, the Civil Air Navigation Services Organisation presented the CAD with the 2017 Global Safety Achievement Award.

The CAD will continue to closely monitor the performance of the ATMS and optimise the system to enhance its functions in order to cope with increasing air traffic in the future. During the process, the CAD will spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

The maintenance of the ATMS is part of the regular work of the CAD and, as such, do not entail additional civil service staff costs. Apart from the general staff costs and routine expenses, the total maintenance costs for the ATMS (Phase 1) in 2017-18 and 2018-19 are

\$16.94 million (actual) and \$18 million (projected) respectively. Software updates relating to faults/deficiencies identification and rectification are included in the services covered by the contract within the software warranty period without additional expenses involved.

All the expert panel members, appointed by the CAD, attended the expert panel meetings on a voluntary basis without remuneration. In accordance with the Government's usual practice, the expenses on air tickets and hotel accommodation for two overseas expert panel members to attend the expert panel meetings held in Hong Kong were reimbursed by in-house resources of the CAD on an actual cost basis.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)014

(Question Serial No. 0845)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to “review the regulation of unmanned aircraft systems (UAS) in Hong Kong”,

1. How many complaints in relation to UAS were received by government departments or organisations such as the Civil Aviation Department (CAD), the Hong Kong Police Force and the Office of the Privacy Commissioner for Personal Data, etc. in each of the past three years? How many cases were investigated by the relevant departments? How many cases were dealt with by prosecution? How many cases were successfully prosecuted?
2. As regards the existing regulation work, when will the short-term and medium-term measures (e.g. making drone maps and setting up a registration system, etc.) mentioned by the Government earlier be implemented? Please provide the time schedule by item.
3. As regards no-fly zones, what are the details of the existing no-fly zones for UAS? What are the expected changes to no-fly zones after stepping up the regulation?
4. What are the views of the Government towards the opinion that separate regulatory standards or relaxation of some of the standards should be imposed for racing drones which are a kind of UAS of lower risk?
5. What are the current staff establishment, ranks and expenditure involved for such work?

Asked by: Hon TO Kun-sun, James (Member Question No. (LegCo use): 31)

Reply:

In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. The CAD is committed to ensuring aviation safety, including UAS operations, such that these operations are performed in compliance with flight safety rules. According to the prevailing laws, any operator of UAS, regardless of the weight of aircraft, must observe Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C). Under this provision, a person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property. Articles 3, 7 and 100 of Cap. 448C

also provide that an aircraft weighing above seven kilograms (without fuel) can only fly if it has a Certificate of Registration and a Certificate of Airworthiness issued by the CAD. Furthermore, Regulation 22 of the Air Transport (Licensing of Air Services) Regulations (Cap. 448A) requires that any person using an UAS of any weight for hire or reward must lodge an application with the CAD before operations, and he/she must abide by the conditions of issue of the permit granted by the CAD. Apart from operating in a safe manner in accordance with the applicable civil aviation legislation, operators must also observe other relevant laws of Hong Kong, such as the Telecommunications Ordinance (Cap. 106).

On no-fly zone, at present, the CAD publishes textual information in its website (https://www.cad.gov.hk/english/Unmanned_Aircraft_Systems.html) on areas where UAS should not be flown. Such guidance serves to protect aircraft as well as other people and properties (e.g. UAS should not be flown in congested areas, UAS should be operated 50 metres away from other person or structure, etc). In addition to the above, there may be other restrictions imposed by other government bureaux/departments, authorities or venue managers which may be applicable to UAS operations.

On the specific questions asked, our reply is as follows:

1. The numbers of complaints of UAS operations received and followed up by the CAD and the Office of the Privacy Commissioner for Personal Data in the past three years are as follows:

Name of Department / Organisation	Year / No. of complaint cases		
	2015	2016	2017
Civil Aviation Department	27	47	60
Office of the Privacy Commissioner for Personal Data	0	2	0

According to the Hong Kong Police Force, they do not keep record on the number of complaints on UAS operations. As regards prosecution, in the past three years, the Hong Kong Police Force has initiated prosecution on two cases. One case (which took place in 2017) was convicted and one case (which took place in 2016) was under trial by the court.

- 2-4. To assist the Government to review the appropriateness and effectiveness of the existing statutory requirements and in exploring ways to refine the prevailing regulatory regime with a view to accommodating the technological development and diversified uses of UAS while safeguarding public safety, the CAD engaged a consultant in March 2017 to conduct a study on the regulation of UAS. In early April 2018, the CAD published the consultancy report (https://www.cad.gov.hk/english/uas_view.html) and launched a 3-month public consultation on six key proposals regarding the UAS regulatory regime, including the establishment of a UAS registration system, risk-based classification of UAS operations, training and assessment requirements, drone maps for UAS operators, insurance requirements for UAS, and indoor operations of UAS. Views on regulation of drone racing will also be solicited in the consultation.

The CAD will study the public's views in consultation with relevant government bureaux/departments, with the aim of striking an appropriate balance between facilitating usage and development of UAS on the one hand and protecting public safety on the other. Subject to the outcome of the public consultation, the CAD will formulate a detailed proposal on the way forward.

5. To strengthen our work on UAS, the CAD will establish a dedicated office in 2018-19 under the Air Services and Safety Management Division to handle tasks and duties related to UAS including, inter alia, the public consultation on regulation of UAS and publicity on the safe operation of UAS. The newly established office will comprise two Senior Operations Officers, two Operations Officers and one Assistant Operations Officer. Two of the posts (i.e. one Operations Officer and one Assistant Operations Officer) are new posts to be created in 2018-19 involving an annual salary cost (in terms of notional annual mid-point salary) of \$1.325 million while the remaining three posts will be covered by internal redeployment using existing resource. The other expenses including those for launching the public consultation and publicity on the safe operation of UAS will also be absorbed under departmental expenditure.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)015****(Question Serial No. 3540)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the provision of support for the negotiation and implementation of Hong Kong's air services agreements under this Programme, please advise this Committee of the following:

- (1) What were the ports added or suspended in each of the past three years by type of traffic right?
- (2) What are the number of ongoing negotiations on air services agreements and their details as of December 2017?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 78)Reply:

- (1) Every year, ports are being added or suspended subject to an airline's network planning and market strategy. In the past three years, the number of new and suspended ports is tabulated as follows:

New Ports

Type of traffic right	2015	2016	2017
Third/Forth freedom ¹	1. Boston 2. Changzhou 3. Cheongju 4. Davao 5. Detroit 6. Dusseldorf 7. Hiroshima 8. Kalibo 9. Krabi 10. Kumamoto 11. Lanzhou City	1. Chiang Rai 2. Taegu 3. Gold Coast 4. Ishigaki 5. London (Gatwick) 6. Madrid 7. Manado 8. Mandalay 9. New York (La Guardia) 10. Okayama	1. Christchurch 2. Huangshan 3. Indianapolis 4. Komatsu 5. London (Stansted) 6. Prague 7. Sihanoukville 8. Toowoomba 9. Yekaterinburg 10. Zhangjiajie

	12. Luoyang 13. Miyazaki 14. Nha Trang 15. Stockholm 16. Xining 17. Yiwu	11. Portland 12. Takamatsu 13. Yonago	
Fifth freedom ²	1. Ashgabat 2. Beirut 3. Frankfurt (Hahn) 4. Maastricht 5. Turkmenbashi	1. Ahmedabad	1. Frankfurt (Hahn) 2. Warsaw
Total:	22	14	12

Suspended Ports

	2015	2016	2017
Third/Forth freedom ¹	1. Karachi 2. Krasnoyarsk 3. London Stansted 4. Minneapolis 5. Yichang	1. Cheongju 2. Huangshan 3. Mahe Island 4. Yekaterinburg	1. Changzhou 2. Detroit 3. Davao 4. Hefei 5. Hohhot 6. Langkawi 7. Lijiang 8. Luoyang 9. Manado 10. Xishuangbanna 11. Yancheng 12. Yinchuan
Fifth freedom ²	1. Ciudad del Este 2. Lagos 3. Milan Bergamo	1. Ashgabat 2. Chittagong 3. Frankfurt (Hahn) 4. Lahore	1. Maastricht
Total:	8	8	13

¹ In respect of scheduled international air services, third/fourth freedom right refers to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first Party, traffic coming from or destined to the home state/region of the carrier.

² In respect of scheduled international air services, fifth freedom rights refer to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first State, traffic coming from or destined to a third Party.

The ports added or suspended above mainly reflect the commercial decisions of the airlines, which may not cover all the air services arrangements signed between Hong Kong and its aviation partners in a particular year and they may not be related to the availability of traffic rights.

- (2) The Government has been progressively liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As of December 2017, Hong Kong has signed Air Services Agreements with 67 aviation partners. We shall seek to further liberalise existing air services agreements/arrangements and to negotiate new air services agreements/arrangements with other aviation partners as opportunities arise.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)016

(Question Serial No. 3541)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following:

- (1) since the commissioning of the new generation of air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, the total number of ATC system failure cases (whether they involved the Autotrac 3 system or not) and their details, including the time, handling and causes of each of the incidents;
- (2) in the past 12 months, the number of reported cases of ATC system abnormalities, including those known as Ghost Target, Target Drop/Label Drop, Split Tracks, and false alarm in such systems with the time and details of each occurrence provided; and
- (3) in each of the past 12 months, the percentages of flight delays caused by non-weather factors in the total number of departure and arrival flights.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 79)

Reply:

(1) to (2)

The new ATC system is implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered several teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA),

it has been operating smoothly in general. The ATMS had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five severe tropical storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the HKIA recovered from the impact of Super Typhoon HATO. The ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the ATMS increased by 7.6% as compared with 2016, affirming the performance of the ATMS and front-line air traffic controllers.

The Civil Aviation Department (CAD) has all along been keeping the public informed of the operation of the ATMS in an open and transparent manner, including the occasional teething problems during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. The teething problems occurred since the full commissioning on 14 November 2016 are summarised as follows:

Date	Incident
15 November 2016	The position of a departing flight was not displayed on the radar screen for 12 seconds. It should be noted that radar signals may be affected by different external factors (for instance aircraft transponder is busy or has radio communication problems, the reception of radar signals is interfered by external factors, terrain or obstacles etc.).
29 November 2016	Radar screens were unable to display some of the flight information (such as aircraft callsigns and ground speed) for about 26 seconds. The issue was primarily caused by the number one Flight Data Processor of the Main system which encountered a file access anomaly when it tried to access certain archived playback data triggering automatic switchover to its number two hot-standby server. During the restoration process of number one server, the screen refreshed with momentary flight plan dis-association affecting those targets that were already associated with flight plans at the time at all logged-on workstations. To safeguard aviation safety, air traffic controllers have suspended the handling of departure flights for 15 minutes during the incident.
12 December 2016	Radar screens were unable to display some of the flight information for about 75 seconds. The incident was caused by working staff not following the recommended procedures promulgated by the department earlier to avoid retrieving and archiving data from the Main System. This was not a problem of the ATMS.

¹ For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

26 December 2016	Two planner positions could not process the command to change the operation configuration temporarily in the ATCC as the command entered did not fully match with the operating configuration. Some 20 departure flights were affected.
8 April 2017	The Flight Data Processors of the Main System experienced a momentary hitch which was caused by an accumulation of users' preferences settings exceeding the preset system limit. Once the Fallback System took up the role of Main System, the operation of the ATMS resumed normal. All flight targets were continuously displayed on the radar screens throughout the occurrence. As a precaution, air traffic controllers deferred giving clearance to departure flights for about 15 minutes. Arrivals and flights flying through the Hong Kong Flight Information Region were not affected. Aviation safety was not affected.

In addition, some sub-systems which are independent from the old ATMS have also been enhanced by the ATMS and incorporated into the new system. The teething problems of these sub-systems are summarised as follows:

Date	Incident
18 November 2016	<p>Arrival Manager System (AMAN)²:</p> <p>The AMAN temporarily could not show the arrival sequence of the arrival flights for about two minutes due to human factors;</p> <p>The AMAN temporarily could not show the arrival sequence of the arrival flights for about two minutes due to human factors;</p> <p>The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN;</p> <p>The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN; and</p> <p>The AMAN temporarily could not show the arrival sequence of some of the arrival flights due to a glitch in the interface between the ATMS and AMAN.</p>
2 January 2017	
12 February 2017	
3 April 2017	
10 June 2017	
18 December 2016	<p>Tower Electronic Flight Strips (TEFS) System:</p> <p>Some functions of the TEFS System were temporarily and intermittently affected due to a software glitch relating to memory management; and</p>

2 May 2017	Some functions of the TEFS System were temporarily and intermittently affected due to a software glitch in the TEFS System when cleaning up old flight information.
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² The AMAN is not a tool to safeguard the standard separation between the aircraft, but basically a tool to provide automatically the arrival sequence of arrival flights and to assist the air traffic controllers in arranging the arrival sequence, so as to achieve more efficient use of airspace and optimise the arrival capacity.

All the above incidents involving the main system and sub-systems of the ATMS did not affect aviation safety. They were later addressed through the deployment of software fixes, briefings provided to staff and updates of relevant procedures.

Apart from the above incidents, there were seven cases of individual screen/keyboard/mouse not being responsive to commands. During the occurrences, all flight targets and data were shown on the screen. Similarly, aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during period with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. The CAD continues to carry out regular housekeeping procedures of the ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations of the system contractor as well as the experience gained from actual operation.

There were also occasional teething issues caused by the limitations of radar surveillance technology (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks and false targets). Any ATMS, regardless of the brand, would encounter this situation. This phenomenon is not unique to the ATMS and is also observed in ATMS elsewhere and in the old ATMS of the CAD. Well-trained and professional air traffic controllers are fully capable in handling these situations and aviation safety has never been affected. With the progressive implementation of satellite-based Automatic Dependent Surveillance – Broadcast (ADS-B) technology and its full integration into the ATMS, the average number of split tracks, false targets and aircraft positions temporarily not being displayed decreased from 3.4, 8.6 and 1.9 times per week during the initial operation of the ATMS from November 2016 to March 2017 to 0, 1.6 and 0.2 times per week respectively between December 2017 and February 2018. The CAD plans to further extend the application of ADS-B to cover the entire Hong Kong Flight Information Region in 2018-19. The CAD will continue its efforts to closely monitor the overall ADS-B performance.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above issues and confirmed that these issues, which were properly handled by CAD's staff members with professional expertise and experience as per established procedures, did not undermine aviation safety. The expert panel remarked that the overall performance of the ATMS was satisfactory and smooth after a run-in period. The expert panel also considered that the performance of the ATMS has exceeded international requirements. For details, please refer to the expert panel's final report (www.cad.gov.hk/english/reports.html).

In recognition of the significant contribution made by the CAD in upgrading the reliability of the CAD's air traffic management services as a result of the implementation of the

ATMS, the Civil Air Navigation Services Organisation presented the CAD with the 2017 Global Safety Achievement Award.

The CAD will continue to closely monitor the performance of the ATMS and optimise the system to enhance its functions in order to cope with increasing air traffic in the future. During the process, the CAD will spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

(3)

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft unserviceability and airlines' ad hoc service changes. The CAD does not have a breakdown of the number of flight delays caused by individual factors.

We do not have breakdown of flight delays caused by non-weather factors. In the past 12 months, the average percentages of departure and arrival passenger flights delayed by more than 15 minutes at the HKIA were 34% and 32% respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)017

(Question Serial No. 3542)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the recruitment and training of air traffic control staff, please advise this Committee of:

- (1) the number of air traffic control staff estimated to be recruited this year (including the respective numbers of these recruits for filling the vacancies from officers leaving the service and for new posts created to cope with the increasing workload) and the expenditure involved;
- (2) the attrition rate of the Student Air Traffic Control Officers (SATCO) recruited in each of the past three years (please provide a breakdown by the number of recruits and year); and
- (3) the differences between the conditions of service for the Air Traffic Control Officer II (ATCO II) recruited from overseas and promoted locally in the past two years, and the ratio of local and overseas staff at the rank of ATCO II and higher ranks.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 80)

Reply:

- (1) The Civil Aviation Department (CAD) plans to recruit 42 ATCOs III/SATCOs in 2018-19, of whom 20 are for new posts created in 2018-19. The remaining 22 are for filling vacancies arising from the anticipated promotion of ATCO III to ATCO II. The total salary expenditure involved for these posts in terms of notional annual mid-point salary value is \$20 million. In addition, the CAD will create 12 posts for the Air Traffic Flight Services Officer (ATFSO) grade in 2018-19. The salary expenditure involved for these 12 posts in terms of notional annual mid-point salary value is \$6.4 million. The above staff are recruited to cope with the increasing demand for air traffic services and to fill anticipated vacancies of the ATCO and ATFSO grades.

- (2) The CAD conducted a SATCO recruitment exercise in 2017-18 and identified 26 suitable candidates. There was no SATCO recruitment exercise in 2015-16 and 2016-17. In the past three years, one SATCO resigned in 2015-16, representing an attrition rate of 3.6%.
- (3) The CAD has not recruited any ATCO II from overseas in the past two years. The salary scale for the ATCO II is the same regardless of whether they are local or expatriate officers while fringe benefits are paid in accordance with the relevant terms of appointment of the local or expatriate officers, as well as the relevant regulations and guidelines. As at 28 February 2018, the CAD has three officers on overseas agreement terms and 156 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:52.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)018

(Question Serial No. 3543)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review of the regulation of unmanned aircraft systems (UAS) in Hong Kong under this Programme, will the Government inform this Committee of the details, manpower involved and estimated expenditure on the work of the Civil Aviation Department (CAD) in 2018-19?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 81)

Reply:

The CAD engaged a consultant in March 2017 to conduct a study on the regulation of UAS. The aim of the study was to assist the Government in reviewing the appropriateness and effectiveness of the existing statutory requirements and in exploring ways to refine the prevailing regulatory regime with a view to accommodating the technological development and diversified uses of UAS while safeguarding public safety.

In early April 2018, the CAD published the consultancy report (https://www.cad.gov.hk/english/uas_view.html) and launched a 3-month public consultation on six key proposals regarding the UAS regulatory regime, including the establishment of a UAS registration system, risk-based classification of UAS operations, training and assessment requirements, drone maps for UAS operators, insurance requirements for UAS, and indoor operations of UAS. The CAD will study the public's views in consultation with relevant government bureaux/departments, with the aim of striking an appropriate balance between facilitating usage and development of UAS on the one hand and protecting public safety on the other. Subject to the outcome of the public consultation, the CAD will formulate a detailed proposal on the way forward.

To strengthen our work on UAS, the CAD will establish a dedicated office in 2018-19 under the Air Services and Safety Management Division to handle tasks and duties related to UAS including, inter alia, the public consultation on regulation of UAS and publicity on the safe operation of UAS. The newly established office will comprise two Senior Operations Officers, two Operations Officers and one Assistant Operations Officer. Two of the posts

(i.e. one Operations Officer and one Assistant Operations Officer) are new posts to be created in 2018-19 involving an annual salary cost (in terms of notional annual mid-point salary) of \$1.325 million while the remaining three posts are from internal redeployment using existing resource. The other expenses, including those for launching the public consultation and publicity on the safe operation of UAS, will also be absorbed under departmental expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)019

(Question Serial No. 2772)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to review the regulation of unmanned aircraft systems (UAS) in Hong Kong,

1. What are the manpower and expenditure deployed by the Civil Aviation Department (CAD) for conducting the review in 2018-19?
2. What direction will the CAD take in conducting the review; what content is expected to be involved; what is the schedule for the review; and what are the earliest anticipated commencement and completion dates?
3. What will be the follow-up work after the completion of the review, including whether the review findings will be made public; and if regulation by legislation is considered necessary, what is the earliest time to conduct such work?

Asked by: Hon YUNG Hoi-yan (Member Question No. (LegCo use): 68)

Reply:

The CAD engaged a consultant in March 2017 to conduct a study on the regulation of UAS. The aim of the study was to assist the Government in reviewing the appropriateness and effectiveness of the existing statutory requirements and in exploring ways to refine the prevailing regulatory regime with a view to accommodating the technological development and diversified uses of UAS while safeguarding public safety.

In early April 2018, the CAD published the consultancy report (https://www.cad.gov.hk/english/uas_view.html) and launched a 3-month public consultation on six key proposals regarding the UAS regulatory regime, including the establishment of a UAS registration system, risk-based classification of UAS operations, training and assessment requirements, drone maps for UAS operators, insurance requirements for UAS, and indoor operations of UAS. The CAD will study the public's views in consultation with relevant government bureaux/departments, with the aim of striking an appropriate balance between facilitating usage and development of UAS on the one hand and protecting public safety on the other. Subject to the outcome of the public consultation, the CAD will formulate a detailed proposal on the way forward.

To strengthen our work on UAS, the CAD will establish a dedicated office in 2018-19 under the Air Services and Safety Management Division to handle tasks and duties related to UAS including, inter alia, the public consultation on regulation of UAS and publicity on the safe operation of UAS. The newly established office will comprise two Senior Operations Officers, two Operations Officers and one Assistant Operations Officer. Two of the posts (i.e. one Operations Officer and one Assistant Operations Officer) are new posts to be created in 2018-19 involving an annual salary cost (in terms of notional annual mid-point salary) of \$1.325 million while the remaining three posts are from internal redeployment under existing resource. The other expenses, including those for launching the public consultation and publicity on the safe operation of UAS, will also be absorbed under departmental expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)020

(Question Serial No. 0797)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise:

- (a) the number and locations of piers (please provide a list by district) for various fishing vessels in Hong Kong;
- (b) which piers of the above had maintenance works done in the past three years (2015-16 to 2017-18), and when these works were carried out; and
- (c) the staffing and expenditure for the above works in the past three years (2015-16 to 2017-18) and the estimated staffing and expenditure in 2018-19.

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 40)

Reply:

(a) and (b)

Fishing vessels may use over 180 public piers and landing facilities in Hong Kong. These public piers and landing facilities are regularly inspected and maintained (as necessary) by the Civil Engineering and Development Department (CEDD). Their locations and maintenance records in the past three years are tabulated in **Annex**. Besides, fishing vessels may use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of the CEDD on maintaining public piers and landing facilities in the past three years (2015-16 to 2017-18) is about \$33 million. The estimated expenditure for 2018-19 is \$10 million. As for staffing, three professional and 17 technical in-house staff¹ of the CEDD handled the maintenance work of these facilities in the past three years (2015-16 to 2017-18), and will continue to do so in 2018-19. The staffing and expenditure for the maintenance of the piers at the two wholesale fish markets mentioned in (a) and (b) above are funded by the FMO.

¹ There are directorate officers overseeing the work as well as other supporting technical and clerical staff involved.

**Public Piers and Landing Facilities
managed by the Civil Engineering and Development Department**

(a) Public Piers

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2015-16	2016-17	2017-18
1	Central Pier No. 10	Central & Western	✓	✓	✓
2	Central Pier No. 9	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	East	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands			
7	Luk Chau Tsuen Pier	Islands			
8	Pak A Pier	Islands			
9	Pak Mong Pier	Islands		✓	✓
10	Peng Chau Public Pier	Islands	✓	✓	✓
11	Po Toi Public Pier	Islands			✓
12	Sai Wan Jetty	Islands			✓
13	Sha Lo Wan Pier	Islands	✓	✓	✓
14	Sok Kwu Wan Pier No. 2	Islands		✓	✓
15	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
16	Tai Lei Island Pier	Islands	✓	✓	✓
17	Tai O Public Pier	Islands			✓
18	Tai Shui Hang Pier	Islands			✓
19	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
20	Tung Chung Public Pier	Islands	✓	✓	✓
21	Yung Shue Wan Development Pier	Islands		✓	
22	Yung Shue Wan Public Pier	Islands	✓	✓	✓
23	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
24	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2015-16	2016-17	2017-18
25	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
26	Ap Chau Public Pier	North	✓		
27	Kat O Chau Pier	North	✓	✓	
28	Sha Kiu Public Pier	North			
29	Sha Tau Kok Public Pier	North	✓		✓
30	Hap Mun Bay Public Pier	Sai Kung	✓	✓	✓
31	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
32	Pak Sha Wan Pier No.2	Sai Kung	✓	✓	✓
33	Po Toi O Pier No. 2	Sai Kung			✓
34	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
35	Sai Kung Public Pier	Sai Kung	✓	✓	✓
36	Tiu Keng Leng Pier	Sai Kung			
37	Tso Wo Hang Pier	Sai Kung	✓	✓	
38	Tung Lung Chau (North) Pier	Sai Kung	✓		✓
39	Tung Lung Chau Public Pier	Sai Kung	✓		
40	Yim Tin Tsai Pier	Sai Kung			
41	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
42	Wu Kai Sha Pier	Sha Tin	✓	✓	✓
43	Blake Pier at Stanley	Southern	✓	✓	✓
44	St. Stephen's Beach (South) Pier	Southern		✓	✓
45	Tai Tam Bay Pier	Southern	✓	✓	
46	Tai Tau Chau Pier	Southern			
47	Chek Keng Pier	Tai Po	✓		
48	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	✓
50	Lai Chi Chong Pier	Tai Po	✓	✓	✓
51	Sam Mun Tsai Village Pier	Tai Po			
52	Sham Chung Pier	Tai Po	✓	✓	
53	Tai Mei Tuk Pier No. 1	Tai Po			✓
54	Tai Mei Tuk Pier No. 2	Tai Po			
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2015-16	2016-17	2017-18
57	Tung Ping Chau Public Pier	Tai Po	✓	✓	
58	Wong Shek Public Pier	Tai Po	✓	✓	
59	Sham Tseng Public Pier	Tsuen Wan	✓	✓	
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Tai Pai Tsui Pier	Tsuen Wan			
63	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	✓
64	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	✓
65	Yau Kom Tau Pier	Tsuen Wan	✓	✓	
66	Kadoorie Pier	Tuen Mun	✓	✓	✓
67	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

(b) Public Landing Facilities

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2015-16	2016-17	2017-18
68	Central Landing No. 10	Central & Western		✓	✓
69	Sai Ning Street Landing No. 1	Central & Western	✓		
70	Sai Ning Street Landing No. 2	Central & Western			
71	Sheung Wan Landing No. 1	Central & Western			✓
72	Sheung Wan Landing No. 2	Central & Western			
73	Western PCWA Landing No. 1	Central & Western			
74	Causeway Bay Typhoon Shelter Landing No. 7	Eastern		✓	✓
75	Chai Wan Cargo Handling Basin Landing	Eastern			
76	Quarry Bay Park Landing No. 1	Eastern	✓	✓	
77	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern		✓	
78	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern			
79	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern		✓	
80	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern		✓	
81	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern			
82	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern		✓	
83	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern			
84	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	✓	✓	✓
85	Siu Sai Wan Landing No. 1	Eastern			
86	Siu Sai Wan Landing No. 2	Eastern			
87	Cheung Chau Complex Landing	Islands			
88	Mui Wo Landing No. 1	Islands			
89	Mui Wo Landing No. 2	Islands			✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2015-16	2016-17	2017-18
90	Mui Wo Landing No. 3	Islands			✓
91	Pak She Praya Road Landing	Islands			
92	Peng Chau Landing No. 1	Islands			
93	Peng Chau Landing No. 2	Islands	✓	✓	
94	Peng Chau Landing No. 3	Islands	✓		
95	Peng Chau Landing No. 4	Islands		✓	
96	Peng Chau Landing No. 5	Islands			
97	Peng Chau Landing No. 6	Islands			
98	Peng Chau Landing No. 7	Islands			
99	Peng Chau Landing No. 8	Islands			
100	Peng Chau Landing No. 9	Islands			
101	Praya Street Landing	Islands	✓	✓	
102	Sai Wan Landing	Islands			
103	Tai A Chau Landing No. 1	Islands			✓
104	Tai A Chau Landing No. 2	Islands			✓
105	Tai A Chau Landing No. 3	Islands			✓
106	Tai Hing Tai Road Landing No. 1	Islands			
107	Tai Hing Tai Road Landing No. 2	Islands			
108	Tai O Promenade Landing No.1	Islands			
109	Tai O Promenade Landing No. 2	Islands			
110	Tung Chung Development Seawall Landing No. 1	Islands	✓		
111	Hung Hom Landing No. 8	Kowloon City	✓		
112	Kai Tak Landing No. 1	Kowloon City			
113	Kai Tak Landing No. 2	Kowloon City			
114	King Wan Street Landing	Kowloon City			
115	Tai Wan Shan Landing	Kowloon City		✓	
116	Runway Park Pier Landing No. 1	Kowloon City	✓		✓
117	Runway Park Pier Landing No. 2	Kowloon City	✓		✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
118	Sam Ka Tsuen Landing No. 1	Kwun Tong		✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	✓		
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	✓	✓	
121	Sha Tau Kok Landing No. 1	North			
122	Sha Tau Kok Landing No. 2	North			
123	Sai Kung Town Landing No. 1	Sai Kung		✓	✓
124	Sai Kung Town Landing No. 2	Sai Kung	✓		✓
125	Sai Kung Town Landing No. 3	Sai Kung			✓
126	Sai Kung Town Landing No. 5	Sai Kung			
127	Sha Ha Landing No. 1	Sai Kung	✓		✓
128	Sha Ha Landing No. 2	Sai Kung	✓		✓
129	Sha Ha Landing No. 3	Sai Kung	✓		✓
130	Sha Ha Landing No. 4	Sai Kung			
131	Tseung Kwan O South Landing	Sai Kung			
132	Tui Min Hoi Landing No. 1	Sai Kung	✓		
133	Tui Min Hoi Landing No. 2	Sai Kung			✓
134	Ma Liu Shui Landing No. 1	Sha Tin			
135	Ma Liu Shui Landing No. 2	Sha Tin			
136	Ma Liu Shui Landing No. 3	Sha Tin			
137	Shatin Area 77 Landing	Sha Tin			
138	Tai Shui Hang Landing	Sha Tin			✓
139	Cheung Sha Wan Landing No. 3	Sham Shui Po			✓
140	Aberdeen Praya Road Landing No. 1	Southern			✓
141	Aberdeen Praya Road Landing No. 2	Southern	✓		
142	Aberdeen Praya Road Landing No. 3	Southern			

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
143	Aberdeen Praya Road Landing No. 4	Southern			
144	Aberdeen Praya Road Landing No. 5	Southern		✓	✓
145	Aberdeen Praya Road Landing No. 6	Southern			
146	Aberdeen Praya Road Landing No. 7	Southern			
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern		✓	✓
148	Ap Lei Chau Landing No. 1	Southern		✓	✓
149	Ap Lei Chau Landing No. 2	Southern			
150	Ap Lei Chau Landing No. 3	Southern			✓
151	Ap Lei Chau Landing No. 4	Southern			
152	Ap Lei Chau Landing No. 5	Southern			
153	Lee Nam Road Landing	Southern			✓
154	Po Chong Wan Landing No. 1	Southern			
155	Shek Pai Wan Landing No. 1	Southern			
156	Shek Pai Wan Landing No. 2	Southern			
157	Shek Pai Wan Landing No. 3	Southern			
158	Shum Wan Landing No. 1	Southern	✓		
159	Ha Wai Landing	Tai Po			
160	Long Harbour Wan Tsai Landing	Tai Po			
161	Pak Shek Kok Public Pier	Tai Po			
162	Shuen Wan Breakwater Landing No. 1	Tai Po			
163	Shuen Wan Breakwater Landing No. 2	Tai Po			
164	Tai Mei Tuk Landing	Tai Po	✓		✓
165	Tai Po Area 27 Landing	Tai Po			
166	Tai Po Industrial Area Landing	Tai Po		✓	✓
167	Ma Wan Pak Lam Road Landing	Tsuen Wan			

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
168	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan			
169	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan			
170	Tuen Mun Area 27 Landing No. 1	Tuen Mun			
171	Tuen Mun Area 27 Landing No. 2	Tuen Mun			
172	Tuen Mun Area 40 Landing	Tuen Mun			✓
173	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	✓	
174	Hong Kong Convention & Exhibition Centre Landing	Wan Chai			✓
175	Tai Kok Tsui Landing	Yau Tsim Mong			✓
176	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong		✓	✓
177	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	
178	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong			
179	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong			
180	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong			
181	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong			
182	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong			

- End -

CONTROLLING OFFICER'S REPLY**THB(T)021****(Question Serial No. 1281)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)Director of Bureau: Secretary for Transport and HousingQuestion:

In connection with the widening of Tai Po Road (Sha Tin Section), would the Bureau advise the Committee:

(a) (i) the average travel time and (ii) average traffic volume/capacity ratio (v/c ratio) of Tai Po Road (Sha Tin Section) during morning and evening rush hours between 2012 and 2017, as well as upon completion of the widening works;

(b) the amount of provision to be earmarked for such works in 2018-19 if the funding approval is obtained within this legislative year; the measures to be taken to ensure there will be no implications on the current traffic condition of Tai Po Road (Sha Tin Section), as well as the expenditure to be involved in such measures.

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 22)Reply:

(a) According to the traffic impact assessment of the widening of Tai Po Road (Sha Tin Section) project, the v/c ratios¹ in 2016² and 2026 (after completion of the widening works) during the morning and evening peak hours of Tai Po Road (Sha Tin section) are shown below:

Existing v/c ratio in 2016		v/c ratio in 2026 (after completion of the widening works)	
Morning peak hour Kowloon bound	Afternoon peak hour Tai Po bound	Morning peak hour Kowloon bound	Afternoon peak hour Tai Po bound
1.12	1.25	1.07	1.01

It is estimated that, upon completion of the widening of Tai Po Road (Sha Tin section) project, the travelling time for the Kowloon bound morning traffic from Ma Liu Shui to Sha Tin New Town Plaza can be reduced from about 20 minutes at present to about 10 minutes in 2026.

- (b) Subject to funding approval of the Finance Committee of the Legislative Council in the second quarter of 2018, we plan to commence the construction works in the second quarter of 2018. The estimated cashflow requirement in 2018-19 for the project is \$150 million.

During the construction stage, we will require the contractor to maintain the same number of existing traffic lanes on Tai Po Road (Sha Tin Section) for Kowloon bound and Tai Po bound. We will also use the non-carriageway area (e.g. hard shoulder, roadside cycle track / footpath etc.) as working area, and implement appropriate temporary traffic management measures in order to minimize impact on the existing traffic.

We do not have a separate cost figure for the temporary traffic management measures, which will be included in the contractor's tender price for the construction works.

¹ A v/c ratio equal to or less than 1.0 is considered acceptable. A v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio above 1.2 indicates more serious congestion.

² In 2016, we carried out the traffic impact assessment (TIA) for Tai Po Road (Sha Tin Section) project and conducted a detailed traffic flow survey at peak hours in 2016 in order to obtain the representative traffic flow figures for forecasting the future traffic flow pattern of Tai Po Road (Sha Tin Section) after completion of the road widening works. The v/c ratios in 2012 to 2015 and 2017 are not available because, in general, TIA is conducted based on the territorial planning data assumptions in the various design years taken from the Territorial Population and Employment Data Matrix which is compiled by the Planning Department and the design years are usually on a five-year basis.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)022****(Question Serial No. 0157)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)Director of Bureau: Secretary for Transport and HousingQuestion:

In connection with the design and study of Cross Bay Link at Tseung Kwan O, would the Government advise:

1. the staffing and expenditure involved in such work in 2018-19;
2. the current progress of works and anticipated date for formal commencement of such works;
3. It was pointed out by the Government that it would be time consuming to launch seabed investigation and a detailed study on the sea state in the vicinity. Please advise the expenditure and staffing involved in such work, and whether there are any known construction difficulties at present, and if yes, the details.

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 2)Reply:

1. The operational expenses in 2018-19 under the Civil Engineering and Development Department (CEDD) for taking forward the Cross Bay Link project at Tseung Kwan O are mainly personal emoluments of in-house staff of the CEDD working on the project. The details are set out below:

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
Cross Bay Link, Tseung Kwan O	3.4	3 professional staff

Note 1: Operational expenses refer to annual staff cost in terms of notional annual mid-point salary value.

Note 2: There are directorate officers overseeing the above project as well as other supporting technical and clerical staff involved. There is no separate breakdown for the personal emoluments of such staff.

2. The detailed design and associated site investigation of Cross Bay Link at Tseung Kwan O were substantially completed. Subject to funding approval of the Finance Committee of the Legislative Council in this legislative year, the Transport and Housing Bureau and CEDD plan to commence the construction works in the second half of 2018.
3. The approved project estimate of “Cross Bay Link, Tseung Kwan O – detailed design and site investigation” is \$68.3 million in money-of-the-day prices, of which about \$24 million is related to the site investigation works and associated consultancy fee. As regards the in-house staffing and expenditure involved, please refer to the reply in (1) above.

We have reviewed the site investigation data. The anticipated constraints in construction have been taken into account in the detailed design.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)023

(Question Serial No. 1968)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Engineering and Development Department (CEDD) has at present commenced the construction of the Tseung Kwan O – Lam Tin Tunnel and continued the detailed design of Cross Bay Link and widening of Tai Po Road (Sha Tin Section). Would the Government advise this Committee:

1. the works progress of the Tseung Kwan O – Lam Tin Tunnel, and whether its construction cost has increased as compared with the cost estimate in 2017-18; if so, the reasons for that.
2. the specific details of the detailed design of Cross Bay Link of Tseung Kwan O and widening of Tai Po Road (Sha Tin Section), and the staffing establishment and expenditures involved in such work.

Asked by: Hon QUAT Elizabeth (Member Question No. (LegCo use): 6)

Reply:

1. Construction of Tseung Kwan O – Lam Tin Tunnel commenced in 2016. Site formation and tunnelling works are underway and are in good progress. Based on the current information, it is anticipated that the project can be completed within budget.
2. The detailed design of Cross Bay Link at Tseung Kwan O and Widening of Tai Po Road (Sha Tin Section) was substantially completed. Subject to funding approval of the Finance Committee (FC) of the Legislative Council in this legislative year, construction works of the Cross Bay Link of Tseung Kwan O are planned to commence in the second half of 2018. Subject to FC's funding approval in the second quarter of 2018, construction works for the widening of Tai Po Road (Sha Tin Section) are planned to commence in the second quarter of 2018.

Operational expenses in 2018-19 under the CEDD for taking forward the Cross Bay Link of Tseung Kwan O and Widening of Tai Po Road (Sha Tin Section) are mainly

personal emoluments of in-house staff of the CEDD working on the projects. The details are set out below:

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
Cross Bay Link, Tseung Kwan O	3.4	3 professional staff
Widening of Tai Po Road (Sha Tin Section)	2.4	2 professional staff

Note 1: Operational expenses refer to annual staff cost in terms of notional annual mid-point salary value.

Note 2: There are directorate officers overseeing the above project as well as other supporting technical and clerical staff involved. There is no separate breakdown for the personal emoluments of such staff.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)024

(Question Serial No. 1787)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not specified

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services (Alfred W H SIT)

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) In respect of the promotion and administration of the voluntary registration scheme for vehicle mechanics (VRSVM) and the voluntary registration scheme for vehicle maintenance workshops (VRSVMW), what is the current registration situation of the two schemes, including the numbers of registered vehicle mechanics and vehicle maintenance workshops and their respective percentages in the total numbers of vehicle mechanics and vehicle maintenance workshops in Hong Kong?
- (b) In 2018-19, the Electrical and Mechanical Services Department (EMSD) is studying the feasibility of a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops. What are the progress and timetable of the study?
- (c) In 2018-19, the EMSD will step up inspections of vehicle mechanics and vehicle maintenance workshops under the voluntary registration schemes. What are the objective of such work and the budget involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 47)

Reply:

- (a) Following a series of promotional activities, the number of vehicle mechanics successfully registered under the VRSVM reached 9 375 (as at end February 2018), which is about 90% of the total number of vehicle mechanics in Hong Kong. The number of vehicle maintenance workshops successfully registered under the VRSVMW reached 1 919 (as at end February 2018), which is about 67% of the total number of vehicle maintenance workshops in Hong Kong. The number of vehicle mechanics employed by the above registered workshops accounted for about 79% of the total number of vehicle mechanics in Hong Kong.
- (b) The EMSD and the Transport and Housing Bureau are studying the feasibility and possible options of a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops in 2018-19, in the light of the experience of the two

voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops. The EMSD will continue to maintain close communication with the trade in relation to the development of the scheme.

- (c) The inspections of vehicle mechanics and vehicle maintenance workshops under the voluntary registration schemes will be stepped up in 2018-19. The stepped-up inspections aim at enhancing the compliance culture of the trade with respect to various requirements under the voluntary registration schemes, thereby raising the professional and service standards of the trade. We estimate that the stepped-up inspections will incur an additional annual expenditure of about \$5.5 million in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)025

(Question Serial No. 1589)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for 2018-19 is \$810 million (53%) higher than the revised estimate for 2017-18. This is mainly due to the increased provision for highways maintenance, general departmental expenses and workshop services for newly commissioned projects, filling of vacancies as well as a net increase of 90 posts in 2018-19. Under the Operating Account of the Highways Department (HyD), the estimated expenditure for highways maintenance for this year (\$1.4 billion) is much higher than the estimate for 2017-18 (\$980 million) by over \$400 million. Will the Government inform this Committee of the following:

- (1) What is the increased estimated expenditure for highways maintenance for newly commissioned projects in 2018-19? The increased estimated expenditure is set aside for the maintenance of which highways? Please set out the estimated expenditure for maintenance for each of the newly commissioned projects in 2018-19.
- (2) What is the estimated annual expenditure for the maintenance of the Hong Kong section of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2018-19?
- (3) There will be a net increase of 90 posts under Programme (2) in 2018-19. What are their post titles, purposes and the estimated full-year expenditure on the salaries in 2018-19?
- (4) Will the HyD bear the maintenance cost of the HZMB Main Bridge? If so, what is the relevant expenditure on maintenance in 2018-19?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 13)

Reply:

(1)

The increase in estimated expenditure for highways maintenance for major projects scheduled to be commissioned in 2018-19 is summarised as follows:

Project	Maintenance Cost (\$ million)
HZMB Hong Kong Link Road	143.9
HZMB Hong Kong Port	125.7
Central-Wan Chai Bypass and Island Eastern Corridor Link	30.0
Liantang/Heung Yuen Wai Boundary Control Point and associated works	11.4
Hong Kong section of Non-railway parts of Guangzhou-Shenzhen-Hong Kong Express Rail Link including the essential public infrastructure works	10.5
Total	321.5

(2)

The estimated expenditure for the maintenance of the Hong Kong section of the HZMB (i.e. Hong Kong Port and Hong Kong Link Road) in 2018-19 is about \$269.6 million.

(3)

Under Programme (2), the HyD will create 93 new posts in 2018-19. However, in the same year, three time-limited posts will lapse, including one Senior Engineer post with annual staff cost of \$1,389,540, and two Engineer/Assistant Engineer posts with annual staff cost of \$1,498,020. Therefore, there is a net increase of 90 posts in the staff establishment under Programme (2) in 2018-19.

The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 93 new posts are summarised below –

Rank	Number of posts	Annual staff cost (\$)	Duties
Engineer/Assistant Engineer	1	749,010	To take over the maintenance of the Central-Wan Chai Bypass and Island Eastern Corridor Link
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	5	1,731,900	
Works Supervisor II (Civil)	5	1,393,500	
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Assistant Clerical Officer	1	262,560	To take over the maintenance of the essential public infrastructure works of the Hong Kong Section of
Engineer/Assistant Engineer	1	749,010	
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	

Rank	Number of posts	Annual staff cost (\$)	Duties
Works Supervisor II (Civil)	2	557,400	Guangzhou-Shenzhen-Hong Kong Express Rail Link and associated road sections of the West Kowloon Reclamation Development
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Assistant Clerical Officer	1	262,560	
Engineer/Assistant Engineer	1	749,010	To take over the structural maintenance of the lifts and barrier-free access facilities under the Universal Accessibility Programme
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	
Works Supervisor II (Civil)	2	557,400	
Senior Engineer	2	2,779,080	To support the public housing production target
Engineer/Assistant Engineer	2	1,498,020	
Senior Engineer	1* + 1	2,779,080	To support land supply, site production and other land development facilitating measures
Engineer/Assistant Engineer	2* + 2	2,996,040	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Works Supervisor I (Civil)	2	692,760	
Works Supervisor II (Civil)	2	557,400	
Senior Engineer	1	1,389,540	To take over the maintenance of the Tate's Cairn Tunnel
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	2	692,760	
Senior Engineer	1	1,389,540	To take over the maintenance of the highway infrastructure of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road
Senior Estate Surveyor	1	1,389,540	
Engineer/Assistant Engineer	4	2,996,040	
Estate Surveyor	1	945,300	
Building Services Engineer/Assistant Building Services Engineer	1	749,010	
Landscape Architect/Assistant Landscape Architect	1	727,110	
Field Officer I	1	557,340	
Field Officer II/Assistant Field Officer	1	259,860	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Assistant Inspector of Works	2	842,040	
Air-Conditioning Inspector	1	669,900	
Assistant Building Services Inspector	1	421,020	

Rank	Number of posts	Annual staff cost (\$)	Duties
Works Supervisor I (Civil)	2	692,760	
Works Supervisor II (Civil)	3	836,100	
Executive Officer I	1	734,040	
Treasury Accountant	1	945,300	
Senior Clerical Officer	1	557,340	
Clerical Officer	1	421,020	
Assistant Clerical Officer	1	262,560	
Clerical Assistant	2	409,920	
Senior Technical Officer (Civil)	1	583,560	
Technical Officer/Technical Officer Trainee (Civil)	2	537,180	
Senior Survey Officer (Quantity)	1	583,560	
Survey Officer/Survey Officer Trainee (Quantity)	1	268,590	
Inspector of Works	1	669,900	To enhance cleanliness of public highways and streetscape
Works Supervisor II (Civil)	4	1,114,800	
Engineer/Assistant Engineer	1	749,010	To strengthen support for overseeing the operation of public enquiry and complaint handling system, handling of enquiries from the media and the Ombudsman, and corresponding public relations issues
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Total:	93	50,977,020	

*Extension of posts

(4)

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9 kilometre (km)-long bridge and a 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the respective responsibility of the three governments.

Since the HZMB Main Bridge is situated in Mainland waters, its construction works and daily management will be implemented in accordance with the Mainland laws and regulations. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance of the Main Bridge. Therefore, the maintenance cost of the HZMB Main Bridge will be borne by the HZMB Authority.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)026

(Question Serial No. 1923)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the following regarding the Universal Accessibility (UA) Programme under Subhead 000:

Since the launching of the UA Programme, numerous proposals on locations have been received from the public, and each of the District Councils (DCs) has to select three priority items for implementation under the Expanded Programme. Besides, quite a few locations in the districts are excluded from the Programme due to resource constraints. Given the fiscal surplus, will the Government consider further expanding the Programme to respond to the demand of the public?

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 13)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the "Original Programme" under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 DCs in the first half of 2013 to prioritise the new items in their districts proposed by the public through the "Expanded Programme" of the UA Programme. Under the "Expanded Programme", each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the "Next Phase"). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out

the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

Given the considerable number of walkways in hand for implementation under the UA Programme, we would first focus on the implementation of the items mentioned above. In the course of delivering the “Next Phase”, we will consolidate experience and, depending on the actual circumstances in the future, explore if there is any scope for further expanding the ambit of the UA Programme.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)027

(Question Serial No. 1924)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the following regarding the Northern Link under Subhead 000:

Has the Government reserved any provision for taking forward the proposed Northern Link (and Kwu Tung Station)? What is the implementation progress? Has the Government already got a timetable for the project?

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 14)

Reply:

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) to submit a proposal for the implementation of the Northern Link (and Kwu Tung Station). The MTRCL submitted the proposal for the Northern Link (and Kwu Tung Station) to the Government in end-March 2017. The THB, the Highways Department and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our focus is to ensure that its proposal is practically feasible and can bring maximum benefits to the community.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Northern Link (and Kwu Tung Station) within 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)028

(Question Serial No. 3043)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) is expected to be commissioned within this year. In 2008, the Government stated that the traffic forecast of the HZMB at its initial commissioning stage is 9 200 to 14 000 vehicles per day. Later it said “the growth rate of cross-boundary passengers has decreased” and anticipated that the traffic flow upon the commissioning of the HZMB would be lower than the then forecast. Will the Government advise this Committee on the following:

1. What are the projections on traffic flow and the number of passengers in the first year of commissioning made by the Government?
2. What are the arrangements for the management, the maintenance as well as the rights and responsibility in relation to various sections of the HZMB after the commissioning?
3. What is the composition of the HZMB Authority? In what ratio is the decision-making power divided between the three sides? What is the decision-making process? What role does the Hong Kong Government play?
4. What are the arrangements for sharing of the revenues from the HZMB by the three sides? How can the Government ensure that the interests of Hong Kong people are safeguarded?
5. What kind of quotas will be issued for driving on the HZMB? What are the respective numbers of quotas issued by the three sides?
6. What is the latest progress, the expenses and staffing establishment involved as well as the anticipated commissioning date of the HZMB project?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 45)

Reply:

1.
As the HZMB is about to be commissioned, the practical value of making projections on vehicular and passenger flow for the initial stage of commissioning is perhaps limited. In board terms, given that it is situated at Lantau Island and adjacent to the Hong Kong

International Airport, the Hong Kong Port of the HZMB is expected to be the geographical converging point of Guangdong, Hong Kong and Macao. With the development of the Bay Area, we anticipate that the HZMB will play an important function of fostering the smooth flow of people, capital and technology within western Pearl River Delta and the Bay Area. The Government will keep in view the utilisation rate of the HZMB and will consider, as necessary, suitable measures to maximise the potential benefits of HZMB.

As regards mid to long term projections on the vehicular flows of the HZMB, the consultant engaged by the three sides has estimated that the daily traffic volume of the HZMB would be around 29 100 and 42 000 vehicles in 2030 and 2037 respectively, while the daily passenger flow would be 126 000 and 175 000 passenger trips respectively. However, since the afore-mentioned mid to long term projections focus on a timeframe that is ten to 20 years from now, the estimations may vary as a result of external factors such as the respective developments of the three places and new planning initiatives.

2. to 4.

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and a 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the respective responsibility of the three governments.

The HZMB Authority was jointly established by the governments of Guangdong, Hong Kong and Macao pursuant to the Mainland laws. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance of the Main Bridge. It has to report the works progress during construction and the operation matters after commissioning to the three governments from time to time. The senior management of the HZMB Authority mainly comprises a Director, three Deputy Directors and a Chief Engineer. For the Director and the Chief Engineer positions, the three sides each recommended a representative for nomination by the Guangdong side. As for the Deputy Directors, the three sides each nominated one representative. Currently, Hong Kong's representative is a Senior Engineer of the Highways Department (HyD) on secondment to the HZMB Authority as a Deputy Director.

The income of the HZMB Main Bridge will be used to repay the bank loan and to meet the expenses of daily operation and maintenance during the operation period.

5.

Hong Kong, Mainland and Macao Governments have agreed that cross-boundary transport arrangements for the HZMB should be based on the existing cross-boundary transport arrangements between Guangdong and Hong Kong. Cross-boundary vehicles travelling between Guangdong and Hong Kong ("GD/HK") or between Hong Kong and Macao ("HK/Macao") must hold valid quotas (except cross-boundary shuttle buses, Hong Kong cross-boundary goods vehicles travelling to Guangdong, Hong Kong cross-boundary private cars under the HZMB Macao Port Park-and-Ride Scheme and cross-boundary goods vehicles travelling between Macao and Hong Kong the arrangements of which are still under discussion) and relevant documents issued by the GD/HK or HK/Macao authorities. The numbers of quotas for the HZMB (in terms of vehicles or trips) for different types of cross-boundary vehicles are summarised as follows:-

Cross-boundary vehicle type	No. of quota/vehicle	
	GD/HK	HK/Macao
Private Car	Mainland: 1 000 quota Hong Kong: 10 000 quota	Hong Kong: 300 quota Macao: 600 quota
Coaches	350 quota	50 quota
Hire Car	150 quota	100 quota
Shuttle Bus	Not subject to quota; the basic schedule is every 5 minutes during peak hours, and every 10 to 20 minutes during non-peak hours.	
Goods Vehicle	Mainland: 800 quota Hong Kong: Not subject to quota; currently there are around 12 000 Hong Kong cross-boundary goods vehicles	Arrangements are still under discussion

6.

For the HZMB Main Bridge, works have been basically completed. The remaining works mainly include the joint testing of the Traffic Control and Surveillance System of the three sides, as well as the final works of some ancillary facilities.

For the Hong Kong projects (i.e. the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR)), the structural works of the Passenger Clearance Building in the HKBCF were completed in 2017. All ancillary buildings in the vehicle clearance plaza have been topped out. The remaining works being carried out mainly include indoor fitting-out works, building services works, electrical and mechanical works and road surfacing works. Installation of clearance facilities is also in progress.

Further to the complete connection of the viaduct, tunnel and at-grade roads of the HKLR in May 2017, road surfacing works and road facilities were completed in January 2018. The final works of some ancillary facilities are in progress.

The Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works. During the construction of the HKBCF and the HKLR, the consultant engineers engaged by the HyD deploy resident site staff to manage the daily operations of various works contracts, including supervising the contractors' performance in works progress, material testing, site safety, implementation of environmental protection measures, etc.

The approved project estimates for the HKBCF and the HKLR are \$35,895 million and \$25,047 million respectively.

As regards the commissioning date of the HZMB, the governments of the three places are striving to improve the clearance conditions of the boundary crossing facilities. The

commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)029

(Question Serial No. 2941)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The plans for 2018 are the same as 2017, including:

- (a) cleansing all footbridges and subways at least once per quarter;
- (b) inspecting/cleansing traffic signs, directional signs at least once per quarter;
- (c) inspecting/cleansing traffic signs, directional signs on expressways at least twice per year.

Since last year's reply (Serial No. THB(T)038), the relevant work carried out by the Department has still not reached the satisfactory level. In particular, the public continues to query why the frequency of cleansing busy streets by contractors as stipulated in the tender of the Food and Environmental Hygiene Department (FEHD) (Head 49) is far higher than that of the adjoining footbridges or subways, and traffic signs blocked by vegetation or superstructures or covered in dust are still commonly seen. Regarding Programme (2) District and Maintenance Works, will the Government once again advise on the increased provision to be directly used on "road cleansing" out of the sum of \$113 million allocated for purposes including street cleansing in 2018-19; and compared to the \$69 million-odd in 2016-17, what is the actual year-on-year increase? Given the public concern, will the Government allocate more resources in the latest contracts to increase the frequency of cleansing footbridges and subways from once per quarter to twice a month as well as cleansing noise barriers, traffic signs and street name plates from currently at least once per quarter to once per month so as to be on a par with other departments in terms of cleansing frequency? Before increasing the frequency of cleansing, by what means could the District Councils (DCs) and the public offer their views on the definitions of "high usage footbridges and subways" as well as "busy road sections" so as to rectify the problem as soon as possible through increasing the frequency of cleansing for more black spots within the ambit of the Department?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 29)

Reply:

Among the financial provision for enhancing road cleanliness and streetscape as well as greening of shotcreted slopes of \$113 million in 2018-19, the expenditure on road cleanliness is \$84.8 million (estimate), compared with \$69.3 million in 2016-17 and \$77.5 million (estimate) in 2017-18. This represents an increase in expenditure in 2018-19 of \$7.3 million when compared with 2017-18, and an increase in expenditure in 2017-18 of \$8.2 million when compared with 2016-17.

There is a clear and well-established division of cleansing work concerning footbridges and subways between the Highways Department (HyD) and the FEHD. Generally speaking, the HyD is responsible for the structural maintenance of the footbridges and subways under their ambit. To maintain these structures in good condition, the HyD will conduct thorough cleansing of the footbridges and subways at least once per quarter. In order to further enhance public cleanliness, the HyD also increases the cleansing frequency of some footbridges and subways under the new maintenance contracts commencing in 2018-19 based on past complaint records and the list of blackspots provided by the Home Affairs Department. The HyD will also take into account the views of the public and DCs regarding “high usage footbridges and subways” and “busy road sections” from time to time in compiling the list of black spots for more frequent cleansing.

On the other hand, the FEHD is responsible for the sweeping of the floor surfaces of all footbridges, subways and pedestrian structures including the removal of matters which have immediate hygiene problem like excreta of pets and vomitus. If situation warrants, the FEHD will also arrange localised washing to cleanse the localised spot that is associated with immediate hygiene problem. As the objectives of the cleansing work performed by the HyD and the FEHD are different, it is not appropriate to compare the cleansing frequencies set by the two departments.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)030****(Question Serial No. 2945)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Railway Development Strategy 2014 (RDS-2014) announced by the Government in September 2014 provides a framework for planning the development of Hong Kong's railway network. It is recommended in the RDS-2014 that seven new railway projects, including the Northern Link and Kwu Tung Station, the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension, Hung Shui Kiu Station, the South Island Line (West) and the North Island Line, be implemented in or before 2026. Will the Government inform this Committee of the current progress and the anticipated completion dates (if any) of the seven new railway projects in table form?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 33)Reply:

The progress of the seven railway projects recommended in the RDS-2014 is tabulated below –

Railway Project	Invitation to MTRCL to Submit Proposal	MTRCL's Submission of Proposal	Progress
Tuen Mun South Extension	Invited	Submitted in end-December 2016	The Transport and Housing Bureau (THB), the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTR Corporation Limited (MTRCL) to provide additional information and supplement details.
Northern Link (and Kwu Tung Station)	Invited	Submitted in end-March 2017	
East Kowloon Line	Invited	Submitted in end-July 2017	

Railway Project	Invitation to MTRCL Submit Proposal	MTRCL's Submission of Proposal	Progress
			We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.
Tung Chung West Extension (and Tung Chung East Station)	Invited	Submitted in end-January 2018	The THB, the HyD and relevant bureaux/departments are evaluating the proposal.
North Island Line	Invited	To follow	The MTRCL is carrying out preparatory work for the proposal.
Hung Shui Kiu Station	To follow	-	The THB intends to issue invitations to the MTRCL within this year to submit proposals for the projects.
South Island Line (West)	To follow	-	

The taking forward of individual railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each scheme, as well as the updated assessment of passenger transport demand and availability of resources at the time.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)031****(Question Serial No. 2946)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the average passenger patronage and loading per hour of the East Rail Line (ERL) during morning and afternoon peak hours in 2017?

As the population of the New Territories North (NTN) continues to grow, residents in the North District often face the problems of crowded trains along the ERL and traffic congestion. Based on the statistics in 2016, passenger patronage of the ERL has almost reached its carrying capacity. Will the Government conduct any study on the construction of a new railway or other mass transit systems connecting the NTN and Kowloon so as to address the transport demand? If so, what are the details? If not, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 34)

Reply:

The patronage and the passenger loading of the ERL per hour per direction during morning peak hours for critical link (i.e. Tai Wai to Kowloon Tong) in 2017 are provided below:

	2017
Patronage (passenger trips)	57 800
Loading (six persons (standing) per square metre (ppsm)) (Note)	67%
Loading (four ppsm) (Note)	94%

Note: All train compartments of the existing MTR railway lines are designed based on the industry standard design adopted at the time of the construction of railway lines, and the maximum carrying capacity of train compartments is calculated based on an accommodation of up to six ppsm on average. However, it has been observed that over the years, passenger riding habits have changed. Nowadays, passengers are less willing to board a train that looks crowded even when there is still room available. They prefer waiting for the next train. This in effect reduces the carrying capacity of the trains and the railway line as a whole. In actual operation, trains running during the busiest hours on the busiest corridors achieve a passenger density of only around four ppsm.

According to the information provided by the MTR Corporation Limited (MTRCL), in normal circumstances, the highest passenger loading of a railway line (both heavy rail and the Light Rail) occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours.

The busiest section of the ERL is the section from Tai Wai Station to Kowloon Tong Station, which is currently the only way to the urban areas for commuters of the ERL and the Ma On Shan Line (MOL). In this regard, the Tai Wai to Hung Hom Section of the Shatin to Central Link (SCL) scheduled for completion in mid-2019 will connect with the West Rail Line (WRL) and the MOL to form the "East West Corridor" (EWC). The 7-car trains running in WRL and 4-car trains in MOL will become 8-car trains running along EWC. With the SCL, overall carrying capacity will be increased; the loading of the ERL will also be alleviated. In 2021, the SCL will extend to Admiralty and form the "North South Corridor" (NSC) with the ERL. Upon full commissioning of the NSC, we estimate that about 20% of the passengers from the section between Tai Wai and Kowloon Tong will switch to the SCL for onward trips to Kowloon East and Hong Kong Island.

The underground utilities and foundations of buildings along the northern shore of Hong Kong Island is congested, leaving limited sites or space for the construction of railway stations. As such, trains running along the NSC connecting Lo Wu Station and Admiralty Station will have to be changed from 12-car trains currently serving the ERL to 9-car trains. With the enhancement of the signalling system, however, the headway will be shortened from about three minutes currently to about two minutes during peak hours, enabling the NSC to operate with a carrying capacity similar to that of the ERL. Coupled with the diversion effect mentioned above, we anticipate a drop of about 20% in the patronage of the ERL section between Tai Wai Station and Kowloon Tong Station in the morning peak hours after the commissioning of the SCL.

The Transport and Housing Bureau (THB) announced the Railway Development Strategy 2014 (RDS-2014) in September 2014. Having regard to transport demand, cost-effectiveness and the development needs of New Development Areas, the RDS-2014 recommends seven new railway projects, including the Northern Link (and Kwu Tung Station). According to the RDS-2014, one of the functions of the Northern Link is to divert passenger flow of the ERL. The consultant at that time assessed that the Northern Link can help divert some of the railway traffic from the northeastern New Territories (including that arising from the proposed New Development Areas), bringing about a further redistributive effect.

The MTRCL submitted the proposal for the Northern Link (and Kwu Tung Station) to the Government in end March 2017. The THB, the Highways Department and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details of the proposal in order to ensure that its proposal will be practically feasible and can bring maximum benefits to the community.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Northern Link (and Kwu Tung Station) within 2018.

The Development Bureau and the Planning Department are conducting the planning study, "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" on the longer term planning of Hong Kong. In accordance with the planning directions of that study, we aim to carry out the "Strategic Studies on Railways and Major Roads beyond 2030". These studies will take account of the latest planning data of Hong Kong, review the traffic demand of Hong Kong from 2031 to 2041 (or beyond), and study the required strategic transport infrastructure network (including railways and major roads) to satisfy the traffic demand of two Strategic Growth Areas (i.e. East Lantau Metropolis and New Territories North), and to improve the performance of the current major transport corridors (including railways and major roads). We will commence the studies as soon as funding is secured.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)032

(Question Serial No. 2953)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding road maintenance, will the Government inform this Committee:

- (1) of the number of complaints or reports received associated with roads requiring repairs in each of the past five years, together with a breakdown by the channel through which the complaint or report was made and the 18 District Council districts; of the time normally needed for the relevant government departments to handle the complaints or reports and to repair the roads concerned upon receipt of such complaints or reports;
- (2) of the respective details of the manpower, estimated expenditure, actual expenditure, random checks and monitoring work involved in road maintenance and handling of the relevant complaints or reports in each of the past five years; and
- (3) whether any mechanism is in place at present to check and monitor road conditions; if so, of the details of the manpower, estimated expenditure, actual expenditure, random checks and monitoring work involved in each of the past five years; if not, what were the reasons and how it ensures that the roads are in good conditions?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 44)

Reply:

(1) In the past five years (i.e. 2013 to 2017), the number of complaints received by the Highways Department (HyD) each year in relation to road maintenance ranged from 9 614 to 13 560. The complaints received involved various maintenance issues in respect of different highway facilities, e.g. uneven road surfaces, potholes, damaged railings, road drainage problems, damaged road signs as well as wear and tear of highway facilities. The breakdowns of the complaints by district and complaint channels respectively are tabulated below –

	District	Number of complaints received				
		2013	2014	2015	2016	2017
1.	General road maintenance					
	Central and Western	547	476	571	620	674
	Eastern	602	582	584	756	762
	Southern	316	316	295	304	681
	Wan Chai	759	615	789	719	782
	Kowloon City	552	553	715	700	894
	Kwun Tong	885	344	542	344	148
	Sham Shui Po	504	532	650	512	960
	Yau Tsim Mong	988	1 027	1 469	2 134	1 892
	Wong Tai Sin	353	274	273	324	396
	Tsuen Wan	358	318	397	691	608
	Kwai Tsing	434	382	380	602	688
	Sai Kung	278	318	139	406	391
	Sha Tin	562	641	373	760	991
	Tai Po	292	261	215	222	309
	North	449	434	476	680	483
	Tuen Mun	403	373	389	407	503
	Yuen Long	647	706	1 069	1 409	1 123
	Islands	174	105	3	31	149
2.	Others (including maintenance of expressways, structures and slopes, etc.)	806	1 357	791	1 529	1 126
	Total:	9 909	9 614	10 120	13 150	13 560

Complaint Channel	Number of complaints received				
	2013	2014	2015	2016	2017
Phone	6 741	6 400	6 230	7 178	6 916
1823 Mobile App	0	1 076	1 651	3 595	3 790
Email	1 387	1 208	1 376	1 417	1 628
1823 Website	1 331	443	273	481	616
Standard Defect Report Form	124	343	347	239	328
Letter (by fax or by post)	326	140	237	233	275
SMS	0	4	6	7	7
Total:	9 909	9 614	10 120	13 150	13 560

Upon receipt of complaints and reports of road damages, the HyD will take suitable follow-up actions as soon as reasonably practicable. The time required to complete the follow-up actions vary, depending on the nature and complexity of maintenance issues involved. For urgent cases involving occurrence of holes on road surfaces or damaged traffic signs, the HyD has pledged to complete the repair works within 48 hours. In 2017, the HyD managed to complete 99.9% and 99.7% of the repair works for holes on road surfaces and damaged traffic signs respectively within 48 hours.

(2) The HyD currently arranges contractors through eight maintenance contracts to conduct regular inspection on public roads in the territory and make timely arrangement for repairs to wear and tear as well as damaged road surfaces. The HyD is also responsible for supervising the contractor's work. As at 31 March 2017, the HyD has an establishment of 1 005 staff members under the Programme of District and Maintenance Works, who are tasked with district administration and highway maintenance. District administration involves commenting on road matters related to land sale, public and private sector development plans and provision of access, as well as the implementation of minor road improvement works. Road maintenance includes regular road inspections, planning and managing road maintenance programme, supervising maintenance works, handling public complaints, managing the emergency control centres to deal with emergency matters such as landslips, washouts and fallen trees, as well as co-ordination of excavation works carried out by public utilities. Handling of road maintenance and public complaints are only part of the district administration and maintenance works. There is no breakdown of the staff establishment for handling of road maintenance and public complaints.

(3) To keep the road network in a safe and serviceable condition, the HyD conducts regular inspections and carries out maintenance works of various scales. Routine inspections regularly conducted by the HyD aim to identify road defects that pose an imminent danger to the public such that rectifications can be carried out as soon as possible. The frequencies of routine inspections mainly depend on the type of highways: expressways are inspected daily; trunk roads are inspected weekly; other roads are inspected once every one to three months. The HyD also conducts detailed inspections for all road types once every six months to check and collect relevant information of the conditions of the highways. The collected data are used for planning and prioritising the respective road maintenance works such that they can be done in an organised manner for preventive purpose. The above maintenance works are carried out by contractors engaged, supervised and audited by the HyD. Inspections of highways are only part of the district administration and maintenance works. There is no breakdown of the staff establishment for inspections of these highway facilities.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)033

(Question Serial No. 2954)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the respective lengths of new roads created in Hong Kong with a breakdown by District Council district in the past five years? What were the details of the lots involved, cost estimates and contractors in relation to the road projects? Whether any industrial accidents were involved? What types of industrial accidents and whether fatal accidents were involved?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 45)

Reply:

The information on the increase in road length under each district, details of the road works contracts concerned (including the contract numbers, locations of the works, costs of the works and names of the contractors) and the industrial accidents (if any) arising from these road works contracts during the past five years (2013-2017) are tabulated at Annex.

District Council (Note 1)	Increase in Road Length (m) (Note 2)	Contract No. and Managing Department (Note 2)	Location	Cost of Roadworks (\$Million)	Contractor	Industrial Accident	Type of Accident	Any Fatal Accident	Remarks
Kowloon City	2 070	KL/2008/07 Civil Engineering and Development Department (CEDD)	Access road near Shing Cheong Road Access road near Shing Fung Road Shing Cheong Road Shing Fung Road Bridge K150	407 (Note 3)	Chit Cheung Construction Company Limited	Yes (1 No.)	'Contact with Moving Machinery or Object being Machined'	No	-
		KL/2012/02 CEDD	Concorde Road Prince Edward Road East	918 (Note 3)	Build King Construction Limited	Yes (1 No.)	'Slip, Trip or Fall On Same Level'	No	-
		KL/2008/09 CEDD	Kai Shing Street Muk Chui Street Muk Chun Street Muk Hung Street Muk On Street Shing Kai Road	354 (Note 3)	Leader Civil - Richwell Joint Venture	No	N/A	No	
		KL/2010/03 CEDD	Muk Long Street Muk Ning Street Muk On Street	2,680 (Note 3)	Peako Engineering Co. Limited	No	N/A	No	

District Council (Note 1)	Increase in Road Length (m) (Note 2)	Contract No. and Managing Department (Note 2)	Location	Cost of Roadworks (\$Million)	Contractor	Industrial Accident	Type of Accident	Any Fatal Accident	Remarks
Kwun Tong	8 376	CV/2007/03 CEDD	On Chui Street On Sau Road On Yan Street Road 52004 near Anderson Road	2,063 (Note 3)	China State Construction Engineering (Hong Kong) Limited	Yes (3 Nos.)	'Injured Whilst Lifting or Carrying/ Manual Lifting/ Manual Handling/ Handling Without Machinery'	No	-
Sham Shui Po	850	KL/2011/02 CEDD	Lung Kui Road	576 (Note 3)	Penta-Ocean Construction Co., Ltd.	Yes (3 Nos.)	'Fall of Person From Height' 'Slip, Trip or Fall On Same Level'	No	-
Central and Western	1 152	HK 12/02 CEDD	Tim Mei Avenue Legislative Council Road Tim Wa Avenue Lung Wo Road Yiu Sing Street Lung Wo Road near Tim Wa Avenue (HU6)	3,791 (Note 3)	Leighton - China State - Van Oord Joint Venture	No	N/A	No	

District Council (Note 1)	Increase in Road Length (m) (Note 2)	Contract No. and Managing Department (Note 2)	Location	Cost of Roadworks (\$Million)	Contractor	Industrial Accident	Type of Accident	Any Fatal Accident	Remarks
Tsuen Wan	340	Private	Property Development at TW7, Tsuen Wan Station, West Rail Tsuen Wan Town Lot No.403	Private Development, information not available	Excel Engineering Company Ltd.	See Note 4	See Note 4	No	-
Tuen Mun	413	HY/2008/12 Highways Department (HyD)	Tuen Mun Road (Bus-Bus Interchange)	163	Leader Civil Engineering Co. Ltd.	Yes (5 Nos.)	Mainly 'Slip, Trip or Fall On Same Level'	No	-
		HY/2009/03 HyD	Tuen Mun Road - Town Centre section	1,548	China Harbour Engineering Co. Ltd.	Yes (7 Nos.)	Mainly 'Slip, Trip or Fall On Same Level' and 'Striking against or Struck by Moving Object'	No	-

District Council (Note 1)	Increase in Road Length (m) (Note 2)	Contract No. and Managing Department (Note 2)	Location	Cost of Roadworks (\$Million)	Contractor	Industrial Accident	Type of Accident	Any Fatal Accident	Remarks
Yuen Long	897	Private	Residential Development at West Rail Long Ping Station (North) Yuen Long Town Lot No. 513	Private Development, information not available	Chevalier Construction Company Ltd.	See Note 4	See Note 4	No	-
		HY/2010/09 HyD	Improvement and extension of Kam Pok Road	125	Wang Kee Construction Company Limited	Yes (2 Nos.)	'Injured whilst Lifting or Carrying' and 'Contact with Moving Machinery or Object being Machined'	No	-
		HY/2011/13 HyD	Improvement to Pok Oi Interchange	226	Leader Civil Engineering Co. Ltd.	Yes (2 Nos.)	'Striking against Fixed or Stationary Object' and 'Injured by Hand Tool'	No	-
Islands	271	Housing Department	Tung Chung Area 56 (YingTung Road)	Hong Kong Housing Authority Development, information not available	Hsin Chong Construction Company Ltd.	See Note 4	See Note 4	No	-
Tai Po	782	Private	Tai Po Town Lot No. 183 Fung Yuen Road	Private Development, information not available	Ka Shun Civil Engineering Ltd.	See Note 4	See Note 4	No	-

District Council (Note 1)	Increase in Road Length (m) (Note 2)	Contract No. and Managing Department (Note 2)	Location	Cost of Roadworks (\$Million)	Contractor	Industrial Accident	Type of Accident	Any Fatal Accident	Remarks
Sai Kung	3 169	TK/2009/01 CEDD	Chi Shin Street Tong Chun Street Tong Yin Street Chiu Shin Street	335 (Note 3)	Chun Wo Construction & Engineering Co. Ltd.	Yes (3 Nos.)	'Slip, Trip or Fall On Same Level' 'Struck by Moving Objects'	No	-

Notes:

1. There was no new road opened to the public during the past five years in the following districts : Wan Chai, Eastern, Southern, Yau Tsim Mong, Wong Tai Sin, Kwai Tsing, Sha Tin and North.
2. Road reconstruction and/or widening works contracts are excluded. The length of road is measured at the centre line of the road section concerned irrespective of the number of traffic lanes and/or the traffic directions.
3. The CEDD does not have cost breakdown on roadworks. Total contract sums are shown for CEDD contracts.
4. The Labour Department does not have information on the breakdown of non-fatal industrial accidents at road works sites of the private developments or public housing development.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)034

(Question Serial No. 0904)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (A) Please list out the items completed and under construction for each district under the Universal Accessibility (UA) Programme with date of commencement, date of completion/anticipated date of completion, the barrier-free access (BFA) facilities involved (number of lifts, stair lifts, etc.), expenses for each item, etc.
- (B) Has any monitoring action been taken in respect of the BFA facilities under the UA Programme on the state of maintenance and use? There was report that some lifts completed have been in a state of malfunctioning for a long time, causing normal use by the public to be impossible. What measures will the Government adopt for improving the maintenance and repair of lifts?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 53)

Reply:

(A)

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the "Original Programme" under the UA Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the "Original Programme", the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the "Expanded Programme" of the UA Programme which was introduced in August 2012. Under the "Expanded Programme", each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items (one item in 2013, nine items in 2014, 15 items in 2015, 20 items in 2016, 26 items in 2017 and five items in early 2018) were completed, 114 items (two items commenced construction in 2013, 12 items in 2014, 73 items in 2015, seven items in 2016 and 20 items in 2017) were under

construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies /investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design

HyD Structure No.	Location	Present Status
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed

HyD Structure No.	Location	Present Status
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed

HyD Structure No.	Location	Present Status
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed

HyD Structure No.	Location	Present Status
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction

HyD Structure No.	Location	Present Status
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction

HyD Structure No.	Location	Present Status
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction

HyD Structure No.	Location	Present Status
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction

HyD Structure No.	Location	Present Status
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction

HyD Structure No.	Location	Present Status
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction

HyD Structure No.	Location	Present Status
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction

HyD Structure No.	Location	Present Status
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation

Structure No.	Location	Present Status
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation

Structure No.	Location	Present Status
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation

Structure No.	Location	Present Status
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

(B)

To ensure serviceability and public safety, the HyD conducts regular inspections for all highway structures, including the BFA facilities of the highway structures. In general, the contractor responsible for the construction of the BFA facilities will provide maintenance to the BFA facilities in the 12-month defects liability period upon completion. After that, the HyD will engage the Electrical and Mechanical Services Trading Fund (EMSTF) to undertake the maintenance of the electrical and mechanical installations of these facilities. The EMSTF will in turn arrange its contractors to carry out routine inspection and maintenance, emergency service and examination of the BFA in accordance with relevant regulations. The HyD/EMSTF will closely monitor the service condition of the BFA as well as the progress and quality of the maintenance works.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)035

(Question Serial No. 0905)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

After the occurrence of a traffic accident that has caused damage to public road facilities (e.g. lamp posts, railings, traffic signs, etc.), the Government will carry out repairs to the road and recover the relevant costs from the driver involved. Will the Government advise on the following:

- (1) The number of cases involving damage to public utilities caused by traffic accidents and of those with repair works remaining uncompleted beyond 30 days over the past year?
- (2) What is the total cost for the repairs to public utilities arising from traffic accidents and the total amount of damages paid by the drivers involved over the past year? Please list out the number of cases classified as “unascertained liability”, “succeeded in recovering damages” and “attempted to recover damages but failed” as well as the respective amounts.

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 55)

Reply:

(1)

In 2017, there were 1 936 traffic accidents involving damage to street furniture and road lighting equipment under the purview of the Highways Department (HyD). Among these cases, there were 740 cases which involved repair works exceeding 30 days.

(2)

Among the 1 936 traffic accidents mentioned in (1) above, we are unable to identify the liable parties in 68 cases based on the Police Traffic Accident Reports, whilst another 17 cases were caused by government vehicles, thus the repair costs of these 85 cases were borne by the Government.

For the remaining 1 851 cases for which the repair costs of the damaged properties are to be borne by the identified liable parties, as at 12 March 2018, the HyD has recovered \$1.9 million for 638 cases. We are taking action on another 1 133 cases, which involved repair costs of about \$11.2 million, such as finalising the repair costs after completion of repair works, liaising with the liable parties, seeking legal advice and taking legal action. For the 80 outstanding cases, we will issue works order upon (i) the completion of site inspection of the damages and estimated repair works; (ii) the receipt of consent from the relevant authorities, such as the Transport Department, the Hong Kong Police Force and the Environmental Protection Department, for the contractor to carry out repair work; (iii) the receipt of approval for road closure / night work; and (iv) the receipt of confirmation that the works site is not occupied by other government departments for other works. The information on repair costs for these 80 cases is therefore not yet available.

In 2017, we do not have any failure case in recovering repair costs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)036

(Question Serial No. 0294)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes with a view to ensuring road safety. There will be an increase of \$810 million in the estimate and a net increase of 90 posts under Programme (2). Will the Government inform this Committee of the following:

- (1) What are the ranks, nature of work and salaries of the 90 posts to be created in 2018-19?
- (2) What is the detailed breakdown of the increased estimated expenditure of \$810 million?
- (3) What is the current staffing establishment for the routine inspections on expressways, trunk roads and primary distributors (by vehicle) at regular intervals? Will there be any changes in 2018-19?
- (4) Will the Government review the frequency and methods currently adopted in routine inspection so as to ensure road safety?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. (LegCo use): 14)

Reply:

(1)

Under Programme (2), the HyD will create 93 new posts in 2018-19. However, in the same year, three time-limited posts will lapse, including one Senior Engineer post with annual staff cost of \$1,389,540 and two Engineer/Assistant Engineer posts with annual staff cost of \$1,498,020. Therefore, there is a net increase of 90 posts in the staff establishment under Programme (2) in 2018-19.

The ranks, annual staff costs¹ and duties of the 93 new posts are summarised below –

Rank	Number of posts	Annual Staff Cost (\$)	Nature of Work
Engineer/Assistant Engineer	1	749,010	To take over the maintenance of the Central-Wan Chai Bypass and Island Eastern Corridor Link
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	5	1,731,900	
Works Supervisor II (Civil)	5	1,393,500	
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Assistant Clerical Officer	1	262,560	To take over the maintenance of the essential public infrastructure works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and associated road sections of the West Kowloon Reclamation Development
Engineer/Assistant Engineer	1	749,010	
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	
Works Supervisor II (Civil)	2	557,400	
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	To take over the structural maintenance of the lifts and barrier-free access facilities under the Universal Accessibility Programme
Assistant Clerical Officer	1	262,560	
Engineer/Assistant Engineer	1	749,010	
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	
Works Supervisor II (Civil)	2	557,400	To support the public housing production target
Senior Engineer	2	2,779,080	
Engineer/Assistant Engineer	2	1,498,020	To support land supply, site production and other land development facilitating measures
Senior Engineer	1* + 1	2,779,080	
Engineer/Assistant Engineer	2* + 2	2,996,040	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Works Supervisor I (Civil)	2	692,760	
Works Supervisor II (Civil)	2	557,400	To take over the maintenance of the Tate's Cairn Tunnel
Senior Engineer	1	1,389,540	
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	2	692,760	To take over the maintenance of the highway infrastructure of the Hong
Senior Engineer	1	1,389,540	
Senior Estate Surveyor	1	1,389,540	
Engineer/Assistant Engineer	4	2,996,040	

Rank	Number of posts	Annual Staff Cost (\$)	Nature of Work
Estate Surveyor	1	945,300	Kong-Zhuhai-Macao Bridge Hong Kong Port and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road
Building Services Engineer/Assistant Building Services Engineer	1	749,010	
Landscape Architect/Assistant Landscape Architect	1	727,110	
Field Officer I	1	557,340	
Field Officer II/Assistant Field Officer	1	259,860	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Assistant Inspector of Works	2	842,040	
Air-Conditioning Inspector	1	669,900	
Assistant Building Services Inspector	1	421,020	
Works Supervisor I (Civil)	2	692,760	
Works Supervisor II (Civil)	3	836,100	
Executive Officer I	1	734,040	
Treasury Accountant	1	945,300	
Senior Clerical Officer	1	557,340	
Clerical Officer	1	421,020	
Assistant Clerical Officer	1	262,560	
Clerical Assistant	2	409,920	
Senior Technical Officer (Civil)	1	583,560	
Technical Officer/Technical Officer Trainee (Civil)	2	537,180	
Senior Survey Officer (Quantity)	1	583,560	
Survey Officer/Survey Officer Trainee (Quantity)	1	268,590	
Inspector of Works	1	669,900	To enhance cleanliness of public highways and streetscape
Works Supervisor II (Civil)	4	1,114,800	

Rank	Number of posts	Annual Staff Cost (\$)	Nature of Work
Engineer/Assistant Engineer	1	749,010	To strengthen support for overseeing the operation of public enquiry and complaint handling system, handling of enquiries from the media and the Ombudsman, and corresponding public relations issues
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Total:	93	50,977,020	

¹ Annual staff costs are calculated in terms of notional annual mid-point salary

* Extension of posts

(2)

Provision for Programme (2) in 2018–19 is \$810 million higher than the revised estimate for 2017–18. This is mainly due to the increased provision for highways maintenance, general departmental expenses and workshop services for newly commissioned projects, filling of vacancies as well as a net increase of 90 posts in 2018–19.

(3)

The HyD currently arranges contractors through eight maintenance contracts to conduct regular inspection on public roads in the territory and makes timely arrangement for repairs to wear and tear as well as damaged road surfaces. The HyD is also responsible for supervising the contractor's work. As at 31 March 2017, the HyD has an establishment of 1 005 staff members under the Programme of District and Maintenance Works, who are tasked with district administration and highways maintenance. District administration involves commenting on road matters related to land sale, public and private sector development plans and provision of accesses, as well as the implementation of minor road improvement works. Road maintenance includes regular road inspections, planning and managing road maintenance programme, supervising maintenance works, handling public complaints, managing the emergency control centres to deal with emergency matters such as landslips, washouts and fallen trees, as well as co-ordination of excavation works carried out by public utilities. Road inspection for public roads is only part of the district administration and maintenance works. There is no breakdown of the staff establishment for road inspection of public roads.

In Tsing Ma Control Area (TMCA) and Tsing Sha Control Area (TSCA), the scheduled road inspections, including the drive-through road safety inspections, are carried out by the TMCA/TSCA Operators. The HyD monitors the TMCA/TSCA Operators' inspection work to ensure their performance and compliance with the requirements stated in the Management, Operation and Maintenance Agreements for TMCA and TSCA. The monitoring team of the HyD responsible for the scheduled road inspections comprises one

Senior Engineer, two Engineers, two Inspectors, one Assistant Inspector and one Works Supervisor. There is no change in the manpower in 2018-19.

(4)

To keep the road network in a safe and serviceable condition, the HyD conducts regular inspections and carries out maintenance works of various scales. Routine inspection regularly conducted by the HyD aims to identify road defects that are posing an imminent danger to the public such that rectifications can be carried out as soon as possible. The frequencies of routine inspections mainly depend on the type of highway facilities: expressways are inspected daily; trunk roads are inspected weekly; other roads are inspected once every one to three months; structures and tunnels are inspected once every six months; and roadside slopes are inspected once every one to two years according to the requirements of “Geoguide 5 - Guide to Slope Maintenance” issued by the Civil Engineering and Development Department. The HyD considers the current inspection mechanism a cost-effective way to maintain the public roads in a safe manner. Nevertheless, the HyD will keep the above inspection mechanism under review as necessary to ensure safety of road users.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)037

(Question Serial No. 1280)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

A few years ago, the Government launched the Universal Accessibility (UA) Programme to retrofit barrier-free access facilities at public walkways. Will the Department advise this Committee on the following:

- (a) As at February 2018, how many projects under the UA Programme are (1) completed, (2) under construction, (3) to be commenced in 2018-19 and (4) unable to be commenced in 2019?
- (b) Please set out the amount of expenditure in respective years since the commencement of the UA Programme. What is the estimated expenditure for 2018-19 under the Programme?
- (c) According to available information, the Department is currently inviting the 18 District Councils (DCs) of the territory to nominate not more than three existing walkways in each district for implementation in the next phase of the UA Programme and has relaxed some restrictions. What are the earliest commencement dates of projects of the next phase? Will the Department consider further expanding the Programme in future to allow more walkways in each district be incorporated into the UA Programme?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 21)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the "Original Programme" under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 DCs in the first half of 2013 to prioritise the new items in their districts proposed by the public through the "Expanded Programme" of the UA Programme. Under the "Expanded

Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

Given the considerable number of walkways in hand for implementation under the UA Programme, we would first focus on the implementation of the items mentioned above. In the course of delivering the “Next Phase”, we will consolidate experience and, depending on the actual circumstances in the future, explore if there is any scope for further expanding the ambit of the UA Programme.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies /investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)038

(Question Serial No. 1047)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the monitoring of railway projects, will the Government inform this Committee of the following:

- (a) A breakdown of railway projects which involve cost overrun in the past five years. Please set out the subheads, project titles, original completion dates, agencies entrusted, anticipated completion dates, estimated total expenditures, estimated cost overruns;
- (b) The Government has entrusted the MTR Corporation Limited (MTRCL) to conduct railway projects while employing monitoring and verification (M&V) consultants to monitor the MTRCL. What were the details of the M&V consultants employed by the Government and the expenditure involved in the past five years? Please set out the projects, names of the agencies employed, total expenditures of the consultancy agreements;
- (c) In view of the significant cost overruns of over ten billion dollars in the construction of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Shatin to Central Link (SCL), both of which are implemented by adopting the concession approach and any cost overruns will be borne by the Government. Will the Government review the current approach adopted for railway construction in collaboration with the MTRCL as soon as possible? If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 26)

Reply:

- (a) The subhead, project titles, party entrusted to, original and forecast completion dates, estimated total expenditure and estimated budget overrun for the railway projects involving cost overrun are tabulated below –

Subhead	Project Title	Entrusted to	Original Completion Date	Forecast Completion Date	Estimated Total Expenditure (\$ million)	Estimated Budget Overrun (\$ million)
6053TR	Hong Kong section of the XRL – construction of railway works	MTRCL	August 2015	Third quarter of 2018	70,405	15,387.5 (additional provision approved)
6057TR	XRL – construction of non-railway works	MTRCL	August 2015	Third quarter of 2018	16,015	4,215 (additional provision approved)
6063TR	SCL – construction of railway works – advance works	MTRCL	Fourth quarter of 2015	Works substantially completed	7,102.6	847.7 (additional provision approved)
6061TR	SCL – construction of railway works – remaining works	MTRCL	December 2020	2021	65,433.3 (under review)	Under review (Note)
6062TR	SCL – construction of non-railway works – remaining works	MTRCL	December 2020	2021	5,983.1 (under review)	Under review (Note)
6056TR	South Island Line (East) – Essential Public Infrastructure Works	MTRCL	2015	Works substantially completed	1,213.2	286.2 (additional provision approved)

Note : The Government received the latest cost estimate of the main works of the SCL project from the MTRCL on 5 December 2017. MTRCL indicated the need to adjust the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's latest cost estimate.

(b) The Highways Department engages M&V consultants to assist in overseeing the progress of the Hong Kong Section of the XRL and the SCL projects. The project titles, consultants and anticipated total expenditure are tabulated below –

Project Title	M&V Consultant	Estimated Total Expenditure (\$ million)
Hong Kong Section of XRL - M&V for Construction, Testing and Commissioning Phase	Jacobs China Ltd.	201.3
SCL - M&V for Construction, Testing and Commissioning Phase	PYPUN-KD & Associates Limited	204.4

(c) The Government will take into account the experience gained from the implementation of railway projects adopting the concession approach when considering the mode of implementation for new railway projects.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)039****(Question Serial No. 0688)**

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to Programme (2) District and Maintenance Works, the Government aims to maintain the road network with a view to ensuring safety and serviceability, and to improve road cleanliness. The estimated expenditure in this respect under the Estimate 2018-19 has seen a significant increase by 53% over the previous year to \$2.338 billion. Given the increasing numbers of complaints relating to road maintenance and the year-on-year increase in the total area of roads to be maintained, will the Government inform this Committee of the following:

- (1) Please provide in table form the numbers of complaints relating to road maintenance received by the Government in the past three years, their distribution in each of the 18 districts in the territory and a breakdown by quarter.
- (2) Regarding the key performance measures, we notice that repairing holes on road surface (i) within 24 hours (95%) in 2018 shows a drop by 4.5% from 99.5% in the previous year. Similarly, repairing traffic signs (i) within 36 hours (95%) shows a drop by 4.1% from 99.1% in the previous year. Will the Government give reasons for the drop in level of performance? Whether the problems of expenses and inadequate manpower are involved?
- (3) Some members of the public relayed that road cleanliness in Hong Kong is in need of improvement. Among the examples cited were overgrowth of roadside vegetation and long overdue clearing of accumulated garbage. What are the details of the expenditure and manpower spent by the Government in each year on improving road cleanliness? And has the Government received any complaints relating to road cleanliness? If so, what are the details? If not, what are the reasons?

Asked by: Hon NG Wing-ka, Jimmy (Member Question No. (LegCo use): 108)

Reply:

(1)

In 2015, 2016 and 2017, the Highways Department (HyD) received 10 120, 13 150 and 13 560 complaints associated with road maintenance respectively. The complaints received involved various maintenance issues in respect of different highway facilities, e.g. uneven road surfaces, potholes, damaged railings, road drainage problems, damaged road signs as well as wear and tear of highway facilities. The quarterly breakdowns of the complaints by district are tabulated below –

Complaints received in 2015:

	District	Q1	Q2	Q3	Q4	Total in 2015
1.	General road maintenance					
	Central and Western	117	123	167	164	571
	Eastern	111	147	157	169	584
	Southern	66	79	96	54	295
	Wan Chai	160	199	232	198	789
	Kowloon City	96	176	229	214	715
	Kwun Tong	52	99	140	251	542
	Sham Shui Po	106	130	257	157	650
	Yau Tsim Mong	224	271	541	433	1 469
	Wong Tai Sin	44	72	85	72	273
	Tsuen Wan	57	107	128	105	397
	Kwai Tsing	75	98	107	100	380
	Sai Kung	22	42	36	39	139
	Sha Tin	48	68	155	102	373
	Tai Po	27	72	70	46	215
	North	106	114	129	127	476
	Tuen Mun	99	90	94	106	389
	Yuen Long	181	230	339	319	1 069
	Islands	0	3	0	0	3
2.	Others (including maintenance of expressways, structures and slopes, etc.)	128	218	254	191	791
	Total:	1 719	2 338	3 216	2 847	10 120

Complaints received in 2016:

	District	Q1	Q2	Q3	Q4	Total in 2016
1.	General road maintenance					
	Central and Western	184	158	135	143	620
	Eastern	160	179	197	220	756
	Southern	70	79	96	59	304
	Wan Chai	239	185	125	170	719

	District	Q1	Q2	Q3	Q4	Total in 2016
	Kowloon City	132	192	212	164	700
	Kwun Tong	53	117	121	53	344
	Sham Shui Po	157	100	141	114	512
	Yau Tsim Mong	525	667	516	426	2 134
	Wong Tai Sin	47	82	72	123	324
	Tsuen Wan	120	159	219	193	691
	Kwai Tsing	83	131	197	191	602
	Sai Kung	58	115	139	94	406
	Sha Tin	98	178	327	157	760
	Tai Po	31	63	75	53	222
	North	144	188	199	149	680
	Tuen Mun	103	97	106	101	407
	Yuen Long	312	372	389	336	1 409
	Islands	1	0	0	30	31
2.	Others (including maintenance of expressways, structures and slopes, etc.)	368	381	455	325	1 529
	Total:	2 885	3 443	3 721	3 101	13 150

Complaints received in 2017:

	District	Q1	Q2	Q3	Q4	Total in 2017
1.	General road maintenance					
	Central and Western	112	179	234	149	674
	Eastern	177	206	243	136	762
	Southern	48	200	283	150	681
	Wan Chai	86	251	300	145	782
	Kowloon City	174	219	344	157	894
	Kwun Tong	41	18	41	48	148
	Sham Shui Po	216	233	298	213	960
	Yau Tsim Mong	545	436	521	390	1 892
	Wong Tai Sin	79	113	112	92	396
	Tsuen Wan	125	150	199	134	608
	Kwai Tsing	107	173	246	162	688
	Sai Kung	95	103	138	55	391
	Sha Tin	160	246	375	210	991
	Tai Po	45	76	111	77	309
	North	102	109	179	93	483
	Tuen Mun	86	125	143	149	503
	Yuen Long	259	329	381	154	1 123
	Islands	18	44	47	40	149

	District	Q1	Q2	Q3	Q4	Total in 2017
2.	Others (including maintenance of expressways, structures and slopes, etc.)	157	302	441	226	1 126
	Total:	2 632	3 512	4 636	2 780	13 560

(2)

The HyD's targets for the repair of holes on the road surface within 24 hours and repair of damaged traffic signs within 36 hours are both 95%. The respective 99.5% and 99.1% are the actual results achieved in 2017, which exceeded the planned targets (95%).

(3)

There is a well-established division of cleansing work concerning public roads between the HyD and the Food and Environmental Hygiene Department (FEHD). Generally speaking, the HyD is responsible for the overall cleansing of and maintenance of vegetation on expressways and high speed roads. On other public roads, the FEHD is responsible for street sweeping and removal of litter.

The HyD is also responsible for the structural cleansing of highway structures, cleansing of street furniture and clearance of unwanted vegetation on highway facilities at regular intervals. The frequency will be higher at busy road sections. Under the current road maintenance contracts, the contractors will make prompt arrangement to clean the road facilities and clear the unwanted vegetation during regular inspections of public roads. The HyD will deploy staff to conduct site audit inspections to ensure that the relevant work is conducted in accordance with the contractual requirements. Moreover, when there is a need to enhance the state of cleanliness of road signs or to control the growth of unwanted vegetation for some road sections, the HyD will require the contractors to carry out additional cleansing/clearance works.

The estimated expenditure for cleansing of road facilities and clearance of unwanted vegetation in 2017-18 was \$77 million. The cleansing of road facilities and clearance of unwanted vegetation form part of the district and maintenance works of the HyD. There is no separate breakdown of staff establishment for such works.

In 2017, the HyD received about 2 294 complaints concerning public road cleanliness and growth of unwanted vegetation.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)040

(Question Serial No. 1518)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) Railway Development in the 2018-19 Budget, the Government states that it will continue to take forward the proposed railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014), and to proceed with the planning for the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line. Will the Government advise this Committee on the following:

- (1) What are the detailed timetables for commencing the planning for the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line respectively?
- (2) What are the expenditures and staff establishment involved, as well as their duties?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 29)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted a proposal for the East Kowloon Line to the Government in end July 2017. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung

Chung West Extension (and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

- (2) As at March 2018, there are one Chief Engineer, two Senior Engineers and three Engineers in the HyD tasked with assisting the THB in taking forward the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line, with a total estimated staff cost of \$6.79 million in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)041****(Question Serial No. 3406)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: -Controlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) stated that the number of non-directorate posts will be increased by 152 to 2378 posts as at 31 March 2019. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 70)Reply:

The HyD will create 177 non-directorate new posts in 2018-19. However, in the same year, 25 time-limited posts will lapse, including the posts of six Senior Engineer, 11 Engineer/Assistant Engineer, one Electronics Engineer/Assistant Electronics Engineer, one Senior Quantity Surveyor, one Quantity Surveyor/Assistant Quantity Surveyor, one Senior Landscape Architect, one Landscape Architect/Assistant Landscape Architect, one Senior Survey Officer (Quantity), one Field Officer I and one Technical Officer/Technical Officer Trainee (Civil) with annual staff cost of \$22,990,050. Therefore, there is a net increase of 152 posts in the staff establishment in 2018-19.

The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the 177 new posts are summarised below –

Rank	Number of posts	Annual staff cost (\$)	Duties
Assistant Clerical Officer	1	262,560	To strengthen accounting support in the Accounts Section of Major Works Project Management Office

Rank	Number of posts	Annual staff cost (\$)	Duties
Engineer/Assistant Engineer	1	749,010	To cope with the increasing workload arising from the additional contract advisory services required for the implementation of New Engineering Contract forms, as well as the Central Kowloon Route project, the Universal Accessibility Programme and other new transport-related projects
Architect/Assistant Architect	1	749,010	To provide architectural support for major transport infrastructure projects
Senior Engineer	3* + 1	5,558,160	To support the implementation of the Universal Accessibility Programme, the hillside escalator links and elevator systems and covered walkways, which can help foster the concept of “Walk in Hong Kong”
Engineer/Assistant Engineer	2* + 6	5,992,080	
Senior Survey Officer (Quantity)	1	583,560	
Senior Technical Officer (Civil)	1	583,560	
Technical Officer/Technical Officer Trainee (Civil)	1*	268,590	
Senior Engineer	1	1,389,540	To support the delivery of the Central Kowloon Route project
Engineer/Assistant Engineer	9	6,741,090	
Senior Engineer	1	1,389,540	To support the conduct of feasibility study and investigation study for the Route 11 project
Engineer/Assistant Engineer	1	749,010	
Senior Geotechnical Engineer	1*	1,389,540	To support the delivery of the Tuen Mun-Chek Lap Kok Link and the Tuen Mun Western Bypass and to complete the remaining works of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Section (i.e. Hong Kong Link Road and Hong Kong Boundary Crossing Facilities)
Executive Officer I	1	734,040	
Engineer/Assistant Engineer	4*	2,996,040	
Quantity Surveyor/Assistant Quantity Surveyor	1*	749,010	
Senior Survey Officer (Quantity)	1*	583,560	
Electronics Engineer/Assistant Electronics Engineer	1*	749,010	
Senior Engineer	2* + 3	6,947,700	To implement new projects under the Railway Development
Engineer/Assistant Engineer	3* + 11	10,486,140	

Rank	Number of posts	Annual staff cost (\$)	Duties
Senior Electrical and Mechanical Engineer	1	1,389,540	Strategy 2014 and other potential railway-related developments
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	749,010	
Senior Engineer	1	1,389,540	To plan and implement the Siu Ho Wan Depot Development
Engineer/Assistant Engineer	2	1,498,020	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	749,010	
Senior Engineer	1	1,389,540	To plan, commission and manage the railway part of the “Strategic Studies on Railways and Major Roads beyond 2030” and implement improvement measures in respect of light rail
Engineer/Assistant Engineer	3	2,247,030	
Engineer/Assistant Engineer	1	749,010	To take over the maintenance of the Central-Wan Chai Bypass and Island Eastern Corridor Link
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	5	1,731,900	
Works Supervisor II (Civil)	5	1,393,500	
Technical Officer/ Technical Officer Trainee (Civil)	1	268,590	
Assistant Clerical Officer	1	262,560	
Engineer/Assistant Engineer	1	749,010	To take over the maintenance of the essential public infrastructure works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and associated road sections of the West Kowloon Reclamation Development
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	
Works Supervisor II (Civil)	2	557,400	
Technical Officer/ Technical Officer Trainee (Civil)	1	268,590	
Assistant Clerical Officer	1	262,560	
Engineer/Assistant Engineer	1	749,010	To take over the structural maintenance of the lifts and barrier-free access facilities under the Universal Accessibility Programme
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	1	346,380	
Works Supervisor II (Civil)	2	557,400	

Rank	Number of posts	Annual staff cost (\$)	Duties
Senior Engineer	1	1,389,540	To take over the maintenance of the highway infrastructure of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road
Senior Estate Surveyor	1	1,389,540	
Engineer/Assistant Engineer	4	2,996,040	
Estate Surveyor	1	945,300	
Building Services Engineer/Assistant Building Services Engineer	1	749,010	
Landscape Architect/Assistant Landscape Architect	1	727,110	
Field Officer I	1	557,340	
Field Officer II/Assistant Field Officer	1	259,860	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Assistant Inspector of Works	2	842,040	
Air-Conditioning Inspector	1	669,900	
Assistant Building Services Inspector	1	421,020	
Works Supervisor I (Civil)	2	692,760	
Works Supervisor II (Civil)	3	836,100	
Executive Officer I	1	734,040	
Treasury Accountant	1	945,300	
Senior Clerical Officer	1	557,340	
Clerical Officer	1	421,020	
Assistant Clerical Officer	1	262,560	
Clerical Assistant	2	409,920	
Senior Technical Officer (Civil)	1	583,560	
Technical Officer/Technical Officer Trainee (Civil)	2	537,180	
Senior Survey Officer (Quantity)	1	583,560	
Survey Officer/Survey Officer Trainee (Quantity)	1	268,590	
Senior Engineer	2	2,779,080	To support the public housing production target
Engineer/Assistant Engineer	2	1,498,020	
Senior Engineer	1* + 1	2,779,080	To support land supply, site production and other land development facilitating measures
Engineer/Assistant Engineer	2* + 2	2,996,040	
Senior Inspector of Works	1	862,920	
Inspector of Works	2	1,339,800	
Works Supervisor I (Civil)	2	692,760	

Rank	Number of posts	Annual staff cost (\$)	Duties
Works Supervisor II (Civil)	2	557,400	
Senior Engineer	1	1,389,540	To take over the maintenance of the Tate's Cairn Tunnel
Inspector of Works	1	669,900	
Assistant Inspector of Works	1	421,020	
Works Supervisor I (Civil)	2	692,760	
Inspector of Works	1	669,900	To enhance cleanliness of public highways and streetscape
Works Supervisor II (Civil)	4	1,114,800	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	749,010	
Assistant Inspector of Works	1	421,020	
Engineer/Assistant Engineer	1	749,010	To strengthen manpower support in the Audit Inspection Team
Senior Engineer	1	1,389,540	To support the adoption of Building Information Modelling technology in works projects
Engineer/Assistant Engineer	1	749,010	
Senior Technical Officer (Civil)	1	583,560	
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Works Supervisor II (Civil)	3	836,100	To implement energy saving measures on road lighting
Senior Landscape Architect	1*	1,389,540	To provide quality landscape and streetscape through proactive vegetation management
Landscape Architect/Assistant Landscape Architect	1* + 1	1,454,220	
Field Officer I	1*	557,340	
Survey Officer/Survey Officer Trainee (Engineering)	1	268,590	
Clerical Officer	1	421,020	
Engineer/Assistant Engineer	1	749,010	To strengthen support for overseeing the operation of public enquiry and complaint handling system, handling of enquiries from the media and the Ombudsman, and handling of corresponding public relations issues
Technical Officer/Technical Officer Trainee (Civil)	1	268,590	
Total :	177	119,876,010	

* Extension of posts

– End –

CONTROLLING OFFICER'S REPLY**THB(T)042****(Question Serial No. 0758)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the bunkering of fishing vessels under the Merchant Shipping (Local Vessels) (General) Regulation, please advise on:

- (a) the respective numbers of floating marine bunkering points and mobile oil barges in the past three years (2015-16 to 2017-18);
- (b) the changes, if any, of the designated bunkering areas in the past three years (2015-16 to 2017-18); and
- (c) the respective utilisation rates of floating marine bunkering points and mobile oil barges in the past three years (2015-16 to 2017-18).

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 1)Reply:

(a) & (b)

The number of designated bunkering areas within Hong Kong waters and licensed oil carriers in the past three years are set out as follows:

Year (As at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2015	8	162
2016		162
2017		161

(c)

There are currently eight designated bunkering areas within Hong Kong waters for oil carriers to supply bunker to vessels, including Yau Tong, Cheung Sha Wan, Outside Aberdeen West Typhoon Shelter, Outside Cheung Chau Typhoon Shelter, Outside Tuen Mun Typhoon Shelter, South of Tuen Mun Immigration Anchorage, North of Yau Ma Tei Anchorage and Sai Kung Harbour. These bunkering areas are located near the major berthing place for local vessels (including fishing vessels) to suit their needs. Licensed oil carriers may moor at designated bunkering areas at any time

according to their operation. The Marine Department does not keep track of the numbers of oil carriers moored at designated bunkering areas and hence could not provide their utilisation rates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)043

(Question Serial No. 0765)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the berthing and sheltered spaces for local vessels, please advise on:

- (a) the size of the 14 typhoon shelters and sheltered anchorages in Hong Kong and the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively over the past three years (2015-16 to 2017-18);
- (b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels, dwelling vessels and vessels of other categories berthing at the 14 typhoon shelters and sheltered anchorages in Hong Kong over the past three years (2015-16 to 2017-18);
- (c) the average occupancy, the highest and lowest occupancy or relevant data of typhoon shelters (please provide information on each individual typhoon shelter and typhoon shelters with permitted length overall of 30.4m, 50m and 75m) and sheltered anchorages for each month over the past three years (2015-16 to 2017-18);
- (d) the expenditure on, staffing for and progress of the relevant work conducted by the Government on the berthing and sheltered spaces for local vessels over the past three years (2015-16 to 2017-18);
- (e) the respective numbers of “overlength endorsement” applications approved by the Government for the 14 typhoon shelters in Hong Kong for each month over the past three years (2015-16 to 2017-18);
- (f) the actions to be taken by the Government when the occupancy of some typhoon shelters are at the highest, i.e. 100%, during the passage of typhoons, as happened in the past few years, implying that some fishing vessels might not be able to take shelter in their home port and might encounter difficulty in getting replenishment if berthed at other typhoon shelters, thus exposing to risk; and

- (g) whether there is any entry restriction for any types of fishing vessels in various typhoon shelters regarding the berthing and sheltered spaces for local vessels in Hong Kong.

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 8)

Reply:

- (a) In the past three years (i.e. 2015-16 to 2017-18), the total area of the 14 gazetted typhoon shelters remained unchanged, i.e. 419.0 hectares (ha). The areas of these typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remained unchanged in the past three years at 109.5 ha, 232.9 ha and 76.6 ha respectively. As for the sheltered anchorages, the total area increased from 143.8 ha in 2015-16 and 2016-17 to 178.8 ha in 2017-2018 after the establishment of three sheltered anchorages at Cheung Sha Lan, Num Shue Wan and Shuen Wan Hoi.
- (b) All local vessels, other than certain exceptions such as vessels carrying dangerous goods and vessels exceeding the permitted length of respective typhoon shelters, may enter and remain in any typhoon shelters at any time. In 2015, 2016 and 2017, the number of dwelling vessels moored at the Causeway Bay Typhoon Shelter remained at four. The Marine Department (MD) does not keep track of the numbers and types of local vessels moored in each typhoon shelter and sheltered anchorage.
- (c) The MD does not maintain records of occupancy of typhoon shelters and sheltered anchorages in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that vessels' demand for sheltered spaces could be met. The highest occupancy of typhoon shelters by class of vessels is set out in *Annex A*.
- (d) A review on berthing and sheltered space for local vessels (the Review) was carried out in three stages. In Stage I, a consultant was engaged at around \$1.5 million to conduct a survey for the stocktaking of supply and demand situation. The corresponding expenditures in 2015-16 and 2016-17 were \$0.593 million and \$0.148 million respectively. There was no expenditure in 2017-18 as the survey had been completed. The work related to Stages II (Review of Policy and Management Issues) and Stage III (Consultation and Recommendations for the Government's Consideration) was also completed in mid 2017 by the existing staff of the MD as part of their normal duties and therefore, there was no separate breakdown of expenditure for such work.

With a view to enhancing the utilisation of the existing sheltered space, the MD is now taking forward four administrative measures as recommended by the Review. The progress in 2017-18 was as follows: –

- (i) the MD has processed the first batch of applications for laying private moorings at the Hei Ling Chau Typhoon Shelter (HLCTS) and, with the support of the Sai Kung District Council, will soon invite applications for laying private moorings at the Yim Tin Tsai Typhoon Shelter (YTTTS). These measures aim to

increase the utilisation of these two typhoon shelters. It is expected that the first batch of private moorings could be laid in HLCTS in April 2018 and in YTTTS by end of 2018;

- (ii) the MD continues to encourage the use of a more effective type of mooring (i.e. double-berth pontoon mooring) in Pak Sha Wan Shelter Anchorage to increase berthing capacity. A trial use of double-berth pontoon mooring is in progress;
- (iii) the MD implemented an enhanced mooring management measure in August 2017, which is to designate and reserve through administrative means a specific area within Kwun Tong Typhoon Shelter for exclusive mooring of non-Pleasure Vessels. The MD will review the effectiveness of the measure in roughly a year's time; and
- (iv) the MD consulted the Sai Kung District Council in March 2018 and obtained its support to expand the existing private mooring area at Tso Wo Hang with the aim to reduce the pressure on sheltered spaces (in particular, typhoon shelters) so as to facilitate their use by non-Pleasure Vessels. Based on the experience in Tso Wo Hang, the MD will plan for consulting the Tai Po District Council for expanding the private mooring areas at Tai Mei Tuk and Shuen Wan Hoi.

The implementation of the above measures forms part of normal duties of the concerned staff. There is no separate breakdown on the manpower and expenditure involved.

- (e) The number of Permits issued by the MD for over-length vessels to enter the 14 typhoon shelters in 2015, 2016 and 2017 are set out in *Annex B*.
- (f) According to the records of the MD, Tuen Mun Typhoon Shelter, being one of the popular typhoon shelters used by fishing vessels, saw occupancy rates of 100% during the typhoon passages in recent years. As a typhoon approaches, the MD closely liaises with local fishermen's representatives in Tuen Mun, and urges fishermen working at sea to return to Hong Kong as soon as possible. To the MD's understanding from the representatives of local fishery associations, no Tuen Mun based fishing vessels have been unable to return to the Tuen Mun Typhoon Shelter during the passage of typhoon in the past few years. The MD will continue to liaise with local fishery associations on arrangements during typhoon passages, in order to ensure their safety in inclement weather.
- (g) The operating licences of outboard open sampans provide for certain restrictions, including the prohibition of entering typhoon shelters except for Cheung Chau Typhoon Shelter and Shuen Wan Typhoon Shelter. In addition, a Glass Reinforced Plastic fishing sampan fitted with petrol outboard engine is confined to entering a typhoon shelter of its home port only.

Table I – The Numbers and Types of Vessels Observed in Typhoon Shelters in 2015

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# ₁	10	44	58	3	4	1	0	0	89	88	698	0	573	0	9	1577	78%
Causeway Bay TS ₁	0	52	5	0	0	2	0	12	4	8	54	15	206	0	0	358	60%
Cheung Chau TS ₂	5	32	0	0	18	1	4	0	6	0	190	60	50	0	4	370	65%
Hei Ling Chau TS ₃	2	2	0	5	1	4	12	8	0	2	2	1	0	4	4	47	4%
Kwun Tong TS ₂	1	13	0	20	0	2	0	3	0	2	0	0	16	37	3	97	25%
New Yau Ma Tei TS ₂	18	50	10	115	30	48	0	12	4	28	49	0	54	56	5	479	90%
Rambler Channel TS ₂	0	3	0	30	15	0	0	5	0	0	20	30	5	110	2	220	100%
Sam Ka Tsuen TS ₁	0	8	0	0	3	0	0	0	2	2	44	0	20	0	0	79	50%
Shaukeiwan TS ₁	4	12	0	0	11	0	0	0	28	10	274	0	47	0	2	388	62%
Shuen Wan TS ₁	0	7	0	0	4	0	0	0	0	2	28	42	39	0	8	130	51%
To Kwa Wan TS ₂	2	14	0	120	0	19	2	6	0	3	1	0	8	1	0	176	70%
Tuen Mun TS ₂	0	53	0	78	65	30	4	5	4	60	210	40	30	45	8	632	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	22	13%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2015

*The % refers to the highest percentage of occupancy of each typhoon shelter

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table II – The Numbers and Types of Vessels Observed in Typhoon Shelters in 2016

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# ₁	26	57	67	3	44	0	0	0	88	82	586	0	733	0	12	1698	77%
Causeway Bay TS ₁	0	35	3	0	0	0	0	15	4	10	80	0	190	0	0	337	52%
Cheung Chau TS ₂	1	25	0	0	15	1	0	0	6	0	165	50	47	0	2	312	45%
Hei Ling Chau TS ₃	4	2	0	2	0	2	8	0	0	4	0	0	0	81	2	105	11%
Kwun Tong TS ₂	2	0	0	40	20	20	0	0	0	0	92	0	45	29	2	250	70%
New Yau Ma Tei TS ₂	27	40	30	158	30	37	0	0	4	35	15	0	50	53	5	484	100%
Rambler Channel TS ₂	0	1	0	26	7	2	0	2	0	6	17	0	15	50	1	127	100%
Sam Ka Tsuen TS ₁	0	5	0	0	2	0	0	0	2	0	65	0	18	0	0	92	65%
Shaukeiwan TS ₁	7	18	0	0	0	0	0	0	24	14	412	0	70	0	0	545	90%
Shuen Wan TS ₁	0	8	0	0	4	0	0	0	0	2	28	40	38	0	8	128	51%
To Kwa Wan TS ₂	11	0	0	60	0	30	0	18	0	13	0	0	20	10	0	162	100%
Tuen Mun TS ₂	0	59	0	85	26	36	0	30	4	67	161	0	105	28	7	608	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	5%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2016

*The % refers to the highest percentage of occupancy of each typhoon shelter

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Table III – The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2017

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel				
Aberdeen TS# ₁	13	47	55	1	35	2	0	88	103	753	0	690	0	12	1799	82%
Causeway Bay TS ₁	0	32	0	0	0	0	0	3	9	45	10	102	0	0	201	45%
Cheung Chau TS ₂	4	4	5	0	6	0	4	6	12	107	55	34	0	4	241	45%
Hei Ling Chau TS ₃	1	3	0	15	0	2	0	0	3	0	0	0	93	3	120	20%
Kwun Tong TS ₂	3	4	0	5	0	1	0	0	10	4	0	25	56	5	113	65%
New Yau Ma Tei TS ₂	22	36	38	106	31	42	0	1	51	27	0	41	51	3	449	95%
Rambler Channel TS ₂	0	6	0	25	4	3	0	0	5	10	0	15	57	2	127	100%
Sam Ka Tsuen TS ₁	0	3	0	0	0	0	0	2	1	6	50	12	0	0	74	40%
Shaukeiwan TS ₁	3	16	0	0	3	0	0	28	12	110	130	40	0	0	342	80%
Shuen Wan TS ₁	0	8	0	0	5	0	0	0	4	30	55	58	0	9	169	56%
To Kwa Wan TS ₂	7	10	0	66	0	25	0	0	12	0	0	8	0	0	128	85%
Tuen Mun TS ₂	0	42	0	140	10	36	6	4	50	233	20	35	19	6	601	100%
Yim Tin Tsai TS ₁	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	8%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2017

*The % refers to the highest percentage of occupancy of each typhoon shelter

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: ₁ – 30.4 metres, ₂ – 50 metres, ₃ – 75 metres

Number of Permits issued for over-length vessels to enter 14 typhoon shelters from 2015 to 2017

Year	Number of Permits for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2015	85	116	82	82	113	75	55	65	54	58	51	53
2016	77	96	64	47	110	72	59	61	64	68	60	69
2017	125	47	66	65	107	75	49	49	49	54	59	70

- End -

CONTROLLING OFFICER'S REPLY

THB(T)044

(Question Serial No. 0767)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the improvement measures for typhoon shelters, please advise on the followings:

- (a) It is learnt that the Government has introduced a trial measure by designating an area in the Kwun Tong Typhoon Shelter (KTTS) for exclusive mooring of a certain class of vessel to prevent collision and subsequent compensation claim that may arise. What are the effects of this trial measure so far as assessed by the Government?
- (b) In recent months, the Government has proposed to establish a private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS). How is it expected to enhance the utilisation of the typhoon shelter?

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 10)

Reply:

- (a) The Marine Department (MD) has, on a trial basis, designated through administrative means, a specific area within the KTTS for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management. Since the implementation of the measure in August 2017, it is estimated that about one quarter of the total mooring space in KTTS has become available for the exclusive mooring of non-pleasure vessels.
- (b) To increase the utilisation of the HLCTS, the MD has established a private mooring area in HLCTS and has already received about 60 applications for laying private moorings therein. New private moorings are expected to be laid in April 2018. With the laying of private moorings in the HLCTS, it is expected that more vessels will be attracted to utilise the HLCTS and this would help relieve the strong demand on other popular typhoon shelters.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)045****(Question Serial No. 0768)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding fishing vessels and industry-related vessels, please advise on:
the respective numbers of pair trawlers, stern trawlers, shrimp trawlers, hang trawlers, fishing sampans (C7), purse seiners with light, purse seiners, liners and gillnetters, outboard open sampans (P4), fish carriers, other fishing vessels and industry-related vessels in the past three years (2015-16 to 2017-18).

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 11)Reply:

Vessels licensed as Class III vessel (i.e. fishing vessel) under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation are divided into four types. The numbers of each type of vessels in the past three years are set out as follows:

Types	2015	2016	2017
Fish carrier	26	31	30
Fishing sampan (known as C7)	1 997	1 982	1 942
Fishing vessel	2 030	1 997	1 949
Outboard open sampan (known as P4)	2 575	2 621	2 581
Total	6 628	6 631	6 502

The Marine Department does not have a further breakdown on the different types of fishing vessels.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)046

(Question Serial No. 0771)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of new measures and amendment of legislation by the Marine Department (MD), please advise on:

- (a) the MD's general procedures of releasing relevant information to fishermen and the staffing involved;
- (b) the MD's expenditure on publicity in the past three years (2015-16 to 2017-18); and
- (c) the policies to rectify the various inconvenience arising from fishermen often being unaware of the MD's latest changes in policies.

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 14)

Reply:

- (a) Before introducing new policies or amending existing legislation, the MD releases information and consults the industry through a number of channels. In general, discussion papers are deliberated at meetings of the Local Vessels Advisory Committee and related Sub-committees, and the papers will be uploaded to the MD's website. Apart from publishing relevant notices in the Gazette, the MD also sends representatives to attend talks for fishermen groups to explain policies, and invites representatives of fishermen groups to attend talks or meetings of working groups. The above work is mainly undertaken by the Local Vessels Safety Section, as part of their normal duties, with an establishment of 26 staff members.
- (b) Release of information and publicity form part of the normal duties of the MD staff and there is no separate breakdown of the expenditure involved.
- (c) To ensure that fishermen fully understand the new measures, the MD is proactive in participating in talks held in various districts to enhance rapport in districts, and in producing and distributing information leaflets or guidelines as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)047****(Question Serial No. 0772)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the survey of ships, please advise on:

- (a) the quotas the Marine Department (MD) allots at a time to fishermen by district for application for inspection of locally-licensed and river trade vessels respectively in the past three years (2015-16 to 2017-18) and the respective schedules;
- (b) the staffing and expenditure for inspection of locally-licensed and river trade vessels by district for compliance with marine legislation in the past three years (2015-16 to 2017-18);
- (c) the time the MD takes from document vetting to the issue of a certificate of survey in the past three years (2015-16 to 2017-18); and
- (d) whether the MD has conducted a review on the staffing for the above districts and the relevant timetables, and the progress of the review as there have been views from some fishermen that the survey of ships and issuance of licences take considerable time.

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 15)Reply:

- (a) In the past three years, the MD's schedule and quotas for the survey of locally-licensed vessels (including river trade vessels) at designated survey locations are as follows:

Designated Survey Location	Schedule (Except Public Holidays)	Quota for Locally-Licensed Vessels
New Yau Ma Tei Typhoon Shelter	Monday to Friday	Nil
Aberdeen Typhoon Shelter	Every Tuesday and Thursday	20
Shau Kei Wan Typhoon Shelter	First and third Tuesday of every month	10

Cheung Chau Typhoon Shelter	Second and fourth Tuesday of every month	10
Sai Kung (off Sai Kung Hoi Pong Street)	First and third Wednesday of every month	10
Tai Po (off Sam Mun Tsai Marine Office)	Second Wednesday of every month	10
Tuen Mun Kadoorie Pier	Second and fourth Friday of every month	10
Sha Tau Kok Pier at Yim Liu Ha	Third Friday of every three months	20 (Additional quota is available according to actual situations)

- (b) Inspections of locally-licensed vessels (including river trade vessels) are performed by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section as part of their duties. Since the inspections form part of the normal duties of the MD, there is no separate breakdown of the expenditure involved.
- (c) The time required from document vetting to the issue of a certificate of survey varies depending on different factors, including whether the vessel is a completely new construction and whether it has been surveyed by an authorised surveyor. The process usually takes two weeks to several months. Generally speaking, the survey of a newly constructed vessel takes a longer time. If a vessel has been surveyed by an authorised surveyor, the processing time can be shortened.
- (d) The MD deploys its staff flexibly to conduct surveys of ships in various districts having regard to the industry's demand. For example, there was an increase of demand for surveys in Sha Tau Kok in 2016. The MD promptly deployed additional staff members to process the applications and inserted a two-week special re-inspection period to conduct re-inspections for vessels which have failed to meet the requirements as soon as possible for speeding up the process. The MD would keep in view of the needs of vessel inspection in each district and deploy staff and resources as appropriate to cope with the demand.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)048

(Question Serial No. 0775)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the examinations for seafarers and the issue of certificates of seafarers, please advise on:

- (a) the Government's mechanism for providing translation service, audio version of examination paper or other assistance for candidates with special needs, and whether consideration will be given for the provision of translation service, audio version of examination paper or other assistance for the Sea-going Certificate of Competency (CoC) examination; and
- (b) further to the above item, the staffing and expenditure for the mechanism.

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 18)

Reply:

- (a) The Marine Department (MD) organises three types of examinations for seafarers, namely the Sea-going CoCs, River Trade CoCs and Local CoCs.
For the Sea-going CoC examination, according to requirements of the relevant international conventions, seafarers on board ocean-going vessels should be proficient in English which is the working language on board. Therefore, the Sea-going CoC examination is conducted in English.
For the River Trade CoC examination, candidates may choose to take the examination in Chinese or English.
The Local CoC examination consists of three parts, namely a practical chart work written examination, an oral examination and multiple choice questions. Candidates taking the practical chart work written examination may choose to take the examination in traditional Chinese, simplified Chinese or English, and the oral section can be conducted in Cantonese or English. For the multiple choice section, the MD will arrange a computer-aided audio version in Cantonese for candidates with special needs.
- (b) The Seafarers' Certification Section of the MD has an establishment of 17 staff members taking care of the examinations for seafarers and the issue of CoCs. As

providing examination-related assistance forms part of the normal duties of the MD staff, there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)049

(Question Serial No. 0776)

Head: (100) Marine Department

Subhead (No. & title): (700) General non-recurrent

Programme: Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under the general non-recurrent expenditure, why is the revised estimate for 2017-18 not even half of the actual expenditure for 2016-17 (\$4.483 million as compared to \$1.064 million)?

Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 19)

Reply:

The provision under the general non-recurrent expenditure concerned was made for the Sea-going Training Incentive Scheme (SGTIS) and the subsidy for the relevant local vessels to install the automatic identification system (AIS). The SGTIS was introduced in 2004 to support home-grown sea-going professionals. It had been funded by the provision under the Marine Department (MD)'s general non-recurrent expenditure. Since 2017-18, the SGTIS has been funded instead by the Maritime and Aviation Training Fund under the Transport and Housing Bureau. As a result, MD's revised estimate for 2017-18 was reduced by \$4.040 million. The reduction was partly offset by an increase of \$0.621 million which was the funding for subsidising local vessels to install AIS. The revised estimate for general non-recurrent expenditure for 2017-18 is, therefore, \$1.064 million (i.e. \$4.483 million - \$4.040 million + \$0.621 million).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)050

(Question Serial No. 0782)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the navigation of local vessels, please advise on the waters currently available for vessel navigation in Hong Kong. Please indicate on a map.

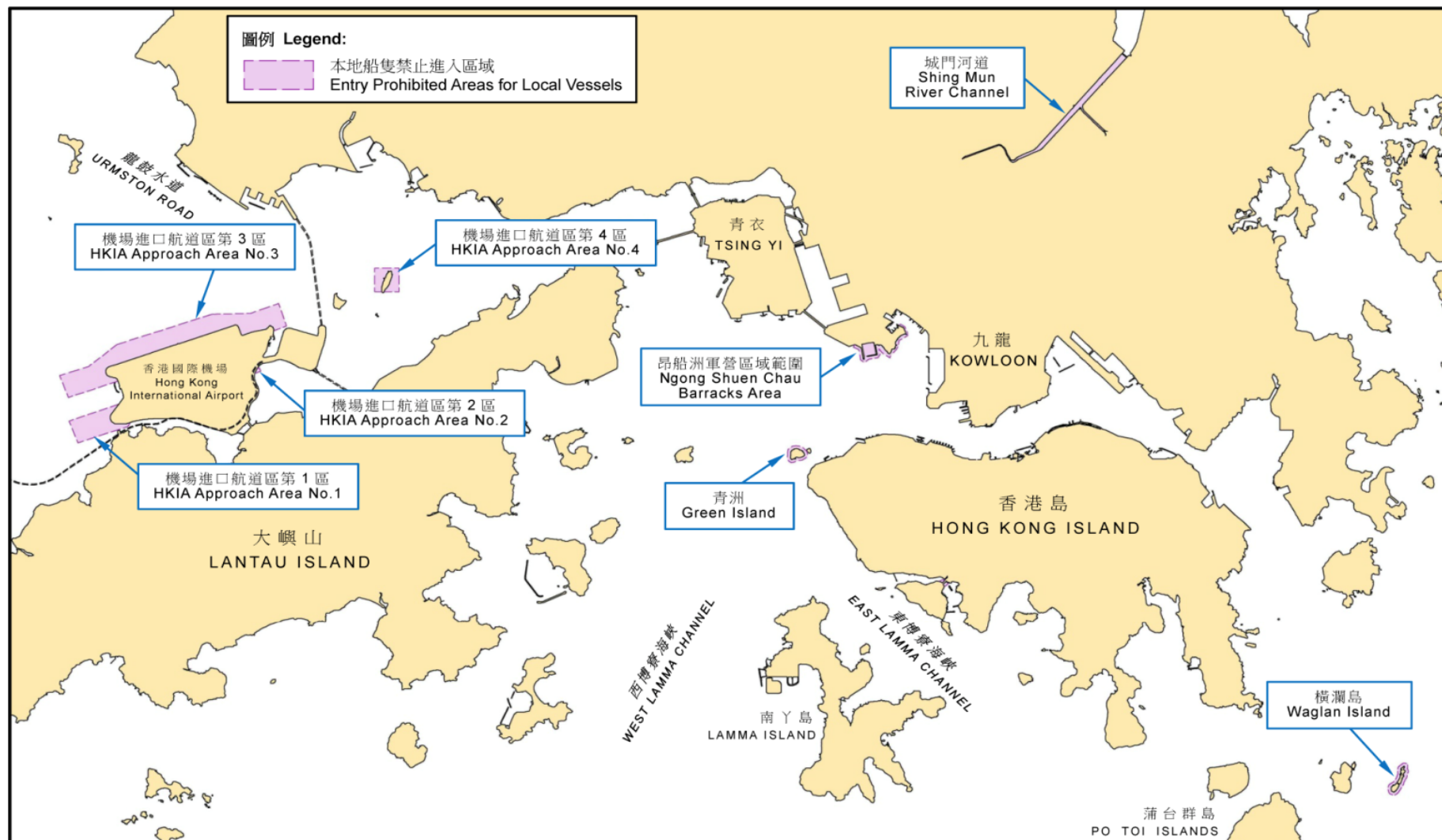
Asked by: Hon HO Chun-yin, Steven (Member Question No. (LegCo use): 25)

Reply:

Other than the entry prohibited areas stipulated in the Merchant Shipping (Local Vessels) (General) Regulation, local vessels may navigate within any waters of Hong Kong in general. The locations of the entry prohibited areas are shown in the attached map.

《商船(本地船隻)(一般)規例》(第 548F 章) - 本地船隻禁止進入區域

Entry Prohibited Areas for Local Vessels under the Merchant Shipping (Local Vessels) (General) Regulation (Cap.548F)



海事處海道測量部於 2017 年 3 月繪製
Prepared by the Hydrographic Office,
Marine Department. March 2017

不宜作航行用途
Not to be used for Navigation

基準
Datum WGS84

圖則編號
Drawing No. 2017MAR014

- End -

CONTROLLING OFFICER'S REPLY

THB(T)051

(Question Serial No. 3300)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of sign language interpretation services in the past five years, will the Government inform this Committee of the following:

1. Whether sign language interpretation services have been provided. If yes, the frequency, occasions and causes for providing sign language interpretation services in each year;
2. Further to the above question, the number of sign language interpreters involved in each year, their pay and the organisations to which they belong, as well as the total expenditure involved in each year; and
3. Whether the Government will consider allocating more resources to improve the services for communicating with the deaf and/or persons with hearing loss in future. If yes, what are the details (including measures, manpower and expenditure involved and timetable, etc.)? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. (LegCo use): 75)

Reply:

The Marine Department (MD) did not provide sign language interpretation services for the hearing impaired in the past five years. The public (including persons with hearing impairment or other disabilities) may use the services provided by the MD by post, fax, e-mail or through an agent. According to MD's records, it has not received any request for the provision of sign language interpretation services from the hearing impaired during their use of the services so far. Where necessary, the MD will arrange sign language services for the hearing impaired through the relevant community service organisations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)052

(Question Serial No. 3198)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2018-19, the Marine Department (MD) will continue to develop measures to make the Hong Kong Shipping Register more efficient, user-friendly and attractive. Please advise on the plan and target for such work as well as the manpower and resources involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 54)

Reply:

To expedite the ship registration process and enhance the services provided for shipowners with ships registered with the Hong Kong Shipping Registry (HKSR), the MD will continue to meet the industry regularly through company visits, consultative committees such as the Hong Kong Fleet Operation Advisory Committee and the Hong Kong Maritime and Port Board to gauge their views on areas for improvement. Relevant work plan in 2018-19 is set out in the following paragraphs.

With respect to ship registration, taking into account that the port authorities still commonly require the true copy of the Certificate of Registry (COR) before allowing a vessel to set sail, the MD will continue to enlist assistance from more Economic and Trade Offices overseas and in the Mainland such that shipowners may collect the COR and other relevant certificates at these offices. This would expedite the ship delivery process and enable ships to set sail promptly upon their registration with the HKSR.

With respect to market promotion, the MD has been proactively participating in maritime events for stepping up the promotion of the services of the HKSR. In 2018-19, the MD will participate in Posidonia, one of the world's largest maritime exhibition, in June 2018 in Greece, as well as the Asian Logistics and Maritime Conference in November 2018 in Hong Kong.

With respect to the services provided for shipowners with ships registered under the HKSR, the following enhancement measures will be implemented:

- (a) to facilitate port clearance procedures and Port State Control inspection regimes worldwide, the MD has introduced an e-authentication service on its website which has been implemented since September 2017. In 2018-19, the MD will continue to look into possible areas for issuing e-certificates for different services; and
- (b) to ensure quality control of the fleet of Hong Kong-registered ships, the MD will step up its efforts in 2018-19 to visit more shipping companies with underperforming ships, in addition to enhancing inspection of ships that were detained in foreign ports. Furthermore, the MD will continue to conduct safety seminars in Hong Kong, the Mainland of China and Asian economies to raise the safety awareness of shipowners, ship managers and their staff. This would help ensure that the Hong Kong-registered ships and their management companies comply with the international safety and pollution prevention requirements, thereby further reducing the risk of ships being detained by foreign Port State Control regimes.

The above measures will be performed by the MD's existing staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)053

(Question Serial No. 1613)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

What was the publicity cost incurred by the Government to promote the co-location arrangement of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in the past year? On which platforms were the relevant advertisements placed? What was the cost for each platform?

What was the production cost of the advertisement for the co-location arrangement of the XRL? How many times has the television advertisement been broadcast to date?

What are the estimated operational expenses on promoting the XRL and the co-location arrangement in 2018-19?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 38)

Reply:

Since July 2017 when the co-location arrangement was announced, the Government has been undertaking publicity measures through different channels to enhance public understanding of the XRL project and the clearance procedures under the proposed co-location arrangement. Apart from distributing promotional booklets and pamphlets as well as displaying posters in various districts, we have been broadcasting promotional audio-clips and videos at radio stations, television stations and government venues, as well as disseminating information through Facebook. The relevant materials have also been uploaded to news.gov.hk and the website of the Transport and Housing Bureau for public reference. As at end February 2018, the total expenditure of relevant promotional efforts is around \$2,672,300.

Since various publicity materials were produced by the contractor in one service package, it is not possible to single out the expenditure for producing the Announcements in the Public Interest (APIs). Relevant television APIs were broadcast over 12 000 times by domestic free-to-air and pay television service licensees between July 2017 and end February 2018.

In 2018-19, \$2,000,000 has been earmarked for the publication and publicity in relation to the co-location arrangement of the XRL.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)054

(Question Serial No. 0587)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2018-19 under Programme (3), it is mentioned that the Transport Branch will “work with the industry to strengthen publicity of Hong Kong’s aircraft leasing regime and promote development of aircraft leasing business”. Does the Government have any specific promotional initiatives and implementation timetable?

Asked by: Hon CHAN Chun-ying (Member Question No. (LegCo use): 20)

Reply:

To make the best use of our strengths to develop aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. Under the dedicated tax regime, the tax rate on the qualifying profits of qualifying aircraft lessor and qualifying aircraft leasing managers is 8.25% (i.e. 50% of the prevailing profits tax rate), and the taxable amount of lease payments derived from leasing an aircraft to an aircraft operator by a qualifying aircraft lessor is equal to 20% of the tax base (i.e. gross lease payments less deductible expenses excluding tax depreciation). This has made Hong Kong one of the most tax-competitive regimes for aircraft leasing activities in the world.

With the dedicated tax regime in place in July 2017, the Government organised workshops in relevant international aircraft leasing and aviation finance conferences held in Hong Kong and Dublin in October 2017 and January 2018 respectively, and met with representatives of international aircraft leasing companies and financial institutions to introduce the regime. In the coming financial year, the Government will continue to work with the relevant industry associations to promote our aircraft leasing regime and Hong

Kong's strengths for development of aircraft leasing business. This includes attending key regional and international conferences to promote our new tax regime, meeting with key aircraft leasing companies and financial institutions with a view to encouraging market players including lessors, lessees and leasing managers to tap the business potential using Hong Kong's leasing platform.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)055****(Question Serial No. 3145)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the patronage of the MTR East Rail Line (EAL), would the Government inform this Committee of the following information in the past three years:

1. the number of times of service disruptions each year and the time of occurrence;
2. the respective numbers of incidents caused by equipment fault and human factors, and the relevant details;
3. the number of incidents involving rail cracks each year and the relevant details;
4. the average frequency of train service during peak and non-peak hours;
5. the design capacity and the actual loading of the EAL;
6. the design capacity and the actual loading of the various EAL station platforms; and
7. as a follow-up to the above question, whether there is any plan to expand the platforms and provide more exits?

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 53)

Reply:

1&2) The number of incidents caused by factors under the MTR Corporation Limited (MTRCL)'s control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the EAL from 2015 to 2017:

Year	Cause	Number of incidents
2015	Equipment failure	24
	Human factors	1
2016	Equipment failure	22
	Human factors	0
2017	Equipment failure	16
	Human factors	2

3) In the past three years, there was no service disruption incident (of 31 minutes or above) which was triggered by cracks found in tracks on the EAL.

4) The average train frequency of the EAL from 2015 to 2017:

Year	Time	Average Train Frequency# (minutes)
2015	Peak hours [^]	3 – 12
	Non-peak hours	3.5 – 14
2016	Peak hours [^]	2.6 – 12
	Non-peak hours	3.5 – 14
2017	Peak hours [^]	2.6 – 12
	Non-peak hours	3.5 – 14

[^] Peak hours include the morning and evening peak hours on weekdays and Saturdays.

Figures for the EAL include frequencies of the different sections of this railway line.

5) Statistics on the carrying capacity and loading of the EAL (per hour per direction during morning peak hours for critical links) from 2015 to 2017:

		2015	2016	2017
1	Design capacity (six persons (standing) per square metre (6 ppsm)) (a)	101 000	101 000	101 000
2	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	90 000	90 000
3	Existing carrying capacity (6 ppsm) (c)	86 200	86 200	86 200
4	Difference between (a) and (b) (Note 1)	11 000	11 000	11 000
5	Difference between (b) and (c) (Note 2)	3 800	3 800	3 800
6	Current patronage (d)	57 200	56 800	57 800
7	Current loading (1) (6 ppsm) [(d)/(c)] { } critical link	66% { Tai Wai to Kowloon Tong }	66% { Tai Wai to Kowloon Tong }	67% { Tai Wai to Kowloon Tong }
8	Current loading (2) (four persons (standing) per square metre (4 ppsm)) [(d)/(c)÷71.2%] (Note 3) (For the critical links mentioned in item (7))	93%	93%	94%

Note 1 Reasons accounting for the difference include: (a) shared tracks on the EAL between local train services and cross-boundary services; and (b) train turnaround times for the EAL and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 2 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 3 For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

6) Overall speaking, the capacity of station platform relates closely to the carrying capacity of railway lines, which is one of the indicators commonly used for measuring the levels of railway services. In view of the variations of train frequencies and travel patterns of passengers among different stations at different service hours, as well as the dynamic passenger flows at station platforms which may vary from time to time, it is difficult to provide an objective indicator for measuring the actual loading of individual station platform that can truly reflect the actual situation. The information on the carrying capacity and loading of EAL provided in part 5 above is a more useful reference in assessing the overall performance of the Line.

7) MTRCL is committed to providing a comfortable travelling environment to passengers and has continued to invest in station facility enhancements. To enhance passenger flow, MTRCL has decided to provide a new entrance and widen a staircase at the Hung Hom-bound platform at Sheung Shui Station on the EAL. Preparatory works have commenced. The works are targeted for completion in 2020.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)056****(Question Serial No. 1450)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on the interchange fare concession arrangements between different public transport operators in the past year.

Public transport operator involved	Concession for each journey	Number of beneficiaries

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 16)

Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in 2017 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

Public transport operators involved in the interchange schemes (Note 1)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (8 routes) (Note 2)	\$0.6 - \$1.0	16 300

Public transport operators involved in the interchange schemes (Note 1)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and green minibus (GMB) (61 routes)	\$0.3 - \$3.0	52 600
Bus-bus interchange between different franchised bus companies (491 routes)	\$0.5 - \$24.0	24 700
Franchised bus and GMB (70 routes)	\$1.0	400
Franchised bus and tram (25 routes)	\$2.3	2 000
GMB-GMB interchange between different GMB operators (39 routes)	\$0.5 - \$10.3	- (Note 3)
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: \$3.6 Sunday and Public Holidays: \$5.0	25

Notes:

1. The above table does not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. The MTR Corporation Limited has collaborated with The Kowloon Motor Bus Company (1933) Limited (KMB) since October 2014 to allow designated MTR “Monthly Pass Extra” holders to ride on specified trips of selected KMB morning bus routes free of charge. The arrangement was applicable to 5 KMB routes with full fares ranging from \$13 to \$14.8. The average number of passengers who have made use of the arrangement on each working day was 52 in 2017.
3. The Transport Department does not have passenger trip figures of GMB-GMB interchange schemes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)057

(Question Serial No. 1451)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards reviewing the operational policy for franchised bus service, please set out in table form the subsidy/allowance/exemption items granted by the Government to each franchised bus company and the respective expenditures incurred in the past year and in this year.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 17)

Reply:

Franchised buses and buses solely used for the training of bus captains are exempted from the first registration tax under the Motor Vehicles (First Registration Tax) Ordinance (Cap. 330).

In addition, under the Elderly Concession Fare Scheme (ECFS), the Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations. As announced in the 1993-94 Budget, public transport operators (including franchised bus operators) would have their annual licence fees waived and rentals reimbursed to enable them to introduce or continue to offer concessionary fares for the elderly. Under the ECFS, franchised bus operators would offer half fare to the elderly passengers and absorb any revenue forgone which could not be covered by the aforementioned waiver of licence fees and reimbursement of rentals of government land.

The amount of exemption/reimbursement granted to the franchised bus operators under the above arrangements in 2017 and 2018 (up to February) is as follows –

Year	Amount of first registration tax waived (\$ million)	Under the ECFS	
		Amount of vehicle licence fees exempted (\$ million)	Amount of government rentals reimbursed (\$ million)
2017	63	25	321 (Note 1)
2018 (up to February)	7	3	- (Note 2)

Notes:

- 1 Figures as at 9 March 2018. Applications for reimbursement can still be made after the close of the financial year.
- 2 The Government has not yet received application from franchised bus companies for rentals reimbursement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)058

(Question Serial No. 1452)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the passenger reward measures offered by each franchise bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past two financial years.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 18)

Reply:

According to the Passenger Reward Arrangement under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset for a franchised bus operator reaches or exceeds the threshold of 9.7% in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions.

Details of the fare concession schemes offered by franchised bus operators under the Passenger Reward Arrangement in the past two years are as follows –

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2016	Kowloon Motor Bus Company (1933) Limited 1. same day return discounts between 5 November 2016 and 31 January 2017*; and 2. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	38.9	24.0
	Long Win Bus Company Limited 1. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; 2. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 10 September 2016 and 30 April 2017*; and 3. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	6.4	2.6
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	0.9	0.9
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	0.1	0.06

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on “Airbus Services” routes; 2. concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; 3. concession on prepaid tickets on “Airbus Services” routes; and 4. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	32.8	2.8
	New Lantau Bus Company (1973) Limited 1. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	0.04	0.01
2017	Kowloon Motor Bus Company (1933) Limited 1. same day return discounts between 5 November 2016 and 31 January 2017 [^] and between 1 December 2017 and 31 December 2017; 2. fare discounts on solely operated routes between 1 May 2017 and 30 June 2017; and 3. free ride for the elderly on the Senior Citizen’s Day on 19 November 2017	92.8	133.4
	Long Win Bus Company Limited 1. concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; 2. same day return discounts on “Airbus Services” and “North Lantau External Services” routes between 10 September 2016 and 30 April 2017 [^] ; 3. same day return discounts on “Airbus Services” with forward trip on “North Lantau External Services” between 1 October 2017 and 31 March 2018*; and 4. free ride for the elderly on the Senior Citizen’s Day on 19 November 2017	9.9	3.2

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	1.0	0.9
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	0.1	0.06
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on "Airbus Services" routes; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; 3. concession on prepaid tickets on "Airbus Services" routes; and 4. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	34.5	2.9

* The concession period of this time-limited fare concession straddled the following year. The figures on the amount used and number of beneficiaries in the table cover only up to 31 December of the year in which the concession was launched.

^ The concession period of this time-limited fare concession started in the previous year. The figures on the amount used and number of beneficiaries in the table cover only that from 1 January of the reporting year.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)059****(Question Serial No. 2650)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out in table form the expenditure incurred by the Government to promote the co-location arrangement to the public as well as the relevant details since the announcement of the co-location arrangement of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) on 25 July 2017.

	As at 28 February 2018	As at the commissioning date of the XRL (estimate)
Channels used to promote the co-location arrangement in form of Announcements in the Public Interest (APIs) and the respective numbers of times of broadcast		
Respective production costs of the promotional video/audio clips (in form of APIs) on the co-location arrangement		
Number of posts on Facebook to disseminate information		
Total number of views of the posts on Facebook		
Expense (production cost) on disseminating information through Facebook		

	As at 28 February 2018	As at the commissioning date of the XRL (estimate)
Expense (fee paid to Facebook to boost the posts) on disseminating information through Facebook		
Location and number of days of the roving exhibition in various districts		
Expense on holding roving exhibition in various districts		
Number of people participating in the open day of the Shek Kong Stabling Sidings on 7 and 8 October 2017		
Expense on holding the open day of the Shek Kong Stabling Sidings on 7 and 8 October 2017		
Respective quantities of promotional materials (posters, booklets, pamphlets, etc.)		
Respective expenses on the various promotional materials (posters, booklets, pamphlets, etc.)		
Total expenditure for the above publicity work		

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 44)

Reply:

Since July 2017 when the co-location arrangement was announced, the Government has been undertaking publicity measures through different channels to enhance public understanding of the XRL project and the clearance procedures under the proposed co-location arrangement. Apart from distributing promotional booklets and pamphlets as well as displaying posters in various districts, we have been broadcasting promotional audio-clips and videos at radio stations, television stations and government venues, as well as disseminating information through Facebook. The relevant materials have also been uploaded to news.gov.hk and the website of the Transport and Housing Bureau for public reference.

As at end February 2018, the total expenditure of relevant promotional efforts is around \$2,672,300. Since various publicity materials were produced by the contractor in one service package, it is not possible to single out the expenditure for producing the publications and the APIs. In total, around 9 000 posters, 217 000 booklets and 162 000 pamphlets (in both English and Chinese) were produced. Between July 2017 and end

February 2018, relevant television APIs were broadcast over 12 000 times by domestic free-to-air and pay television service licensees, and the corresponding radio APIs were broadcast more than 5 000 times by local radio stations. 16 Facebook posts were created and the total reach was about 410 000. The production of Facebook posts was handled by existing manpower and resources, and no promotional fees were paid to Facebook.

In order to deepen the understanding of different sectors of the community towards the XRL project, the MTR Corporation Limited (MTRCL), which is entrusted by the Government to act as the project manager in implementing the Hong Kong Section of the XRL, has produced television infomercials and conducted roving exhibitions in various districts (see **Annex** for details). The Corporation also arranged different promotional activities at suitable junctures, such as conducting an open day of the Shek Kong Stabling Sidings for the public to view the XRL trains from 7 to 8 October 2017, which was attended by around 3 000 visitors. Relevant expenditures are covered in the entrustment fee paid by the Government to the MTRCL in delivering the project of the Hong Kong Section of the XRL.

As to whether other promotional works will be conducted in future, we will consider the matter in the light of the actual circumstances. In 2018-19, \$2,000,000 has been earmarked for the publication and publicity in relation to the co-location arrangement of the XRL.

Roving exhibitions on the XRL conducted by the MTRCL

	Exhibition period	No. of days	Venue
1.	26 – 29 July 2017	4	Hong Kong Cultural Centre
2.	31 July – 13 August 2017	14	Mei Foo Community Hall
3.	14 – 26 August 2017	13	Tuen Mun Wu Shan Road Community Hall
4.	28 – 31 August 2017	4	MTR Admiralty Station
5.	1 – 10 September 2017	10	Hang Hau Community Hall
6.	11 – 14 September 2017	4	MTR Tiu Keng Leng Station
7.	16 – 21 September 2017	6	Kennedy Town Community Complex
8.	22 – 28 September 2017	7	Telford Plaza
9.	3 – 5 October 2017	3	MTR Choi Hung Station
10.	9 – 15 October 2017	7	Luen Wo Hui Community Hall
11.	16 – 22 October 2017	7	Maritime Square
12.	13 – 14 November 2017	2	MTR Hong Kong Station
13.	2 – 4 December 2017	3	MTR Kowloon Station
14.	1 – 7 January 2018	7	Tuen Mun Town Hall
15.	9 – 11 January 2018	3	MTR Olympic Station
16.	29 January – 4 February 2018	7	Sha Tin Town Hall
17.	6 – 12 February 2018	7	Hong Kong City Hall
18.	20 – 26 February 2018	7	Sheung Wan Civic Centre
19.	1 – 10 March 2018	10	Ko Shan Theatre New Wing
20.	14 – 16 March 2018	3	MTR Tsuen Wan Station
21.	19 – 25 March 2018	7	Yuen Long Theatre

- End -

CONTROLLING OFFICER'S REPLY

THB(T)060

(Question Serial No. 0462)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the estimated expenditure on the annual remuneration for the Secretary for Transport and Housing in 2018-19?

Asked by: Hon CHENG Chung-tai (Member Question No. (LegCo use): 7)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Secretary for Transport and Housing in 2018-19 is \$4.01 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1834)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau oversaw the handling of matters relating to the commencement of a new franchise for the bus network of the Kowloon Motor Bus Co. (1933) Ltd. (KMB) in July 2017. Please advise whether remuneration and benefits of bus captains are covered in the work involved. How would the Bureau urge KMB to seriously improve the occupational safety and health of the employees so as to ensure the road safety in Hong Kong?

Asked by: Hon CHENG Chung-tai (Member Question No. (LegCo use): 42)

Reply:

Franchised buses in Hong Kong are operated by private companies under prudent commercial principles. The Government does not directly regulate the remuneration and benefits offered by the franchised bus operators to their bus captains. The specific employment terms and arrangements for bus captains of franchised bus operators are subject to agreement between the companies and their staff. Notwithstanding the above, the Government attaches great importance to the occupational safety and health of the bus captains, which may affect the delivery of franchised bus services to the public. The Government also encourages the franchised bus operators, as responsible enterprises, to foster a friendly working environment and harmonious labour relations. Besides, the franchised bus operators are required under the franchise to submit reports on their driver establishment and strength to the Transport Department (TD) on a regular basis. The TD will review the returns, and make sure that the franchised bus operators are able to deliver the franchised bus services stipulated by the TD properly and efficiently. The TD will follow up with the franchised bus operators on their recruitment of drivers (including the employment conditions and remuneration) as necessary.

To ensure that bus captains have sufficient rest time, the TD promulgated the Guidelines on Bus Captain Working Hours, Rest Times, and Meal Breaks in 1983. Franchised bus operators shall ensure that the duty rosters of bus captains are in compliance with the requirements as stipulated in the Guidelines. The TD reviews the guidelines from time to time. The last comprehensive review was completed in February 2018 with improvements made in terms of working hours, driving hours and rest times. The franchised bus operators have agreed to the target of implementing the new set of guidelines in phases starting from mid 2018 for full implementation by mid 2019.

In addition to the requirements on rest time, the franchised bus operators are also required to conduct regular health checks on bus captains. Before joining the service, all bus captains are required to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses. For serving bus captains, all franchised bus operators require bus captains aged 50 or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram as an additional item in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. Franchised bus operators have issued guidelines to remind their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)062

(Question Serial No. 1836)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the independent air accident investigation authority under the Transport Branch, what are the estimated expenditure and manpower to be involved? How will the Bureau maintain balanced participation of the trade and the public?

Asked by: Hon CHENG Chung-tai (Member Question No. (LegCo use): 44)

Reply:

In view of the new requirement promulgated by the International Civil Aviation Organization (ICAO) that the functions of air accident investigation be separate from the civil aviation administration so as to ensure the impartiality and independence of investigations, the Government is actively taking forward the preparatory work for the establishment of an air accident investigation authority (the independent investigation authority) under the Transport and Housing Bureau. The independent investigation authority will be responsible for the investigation of civil aviation accidents and serious incidents. Moreover, it will be responsible for undertaking safety management and promotional work to prevent accidents from happening and ensure aviation safety on different fronts.

The independent investigation authority will be led by a Chief Inspector of Accidents (CIA), a non-civil service position, at a rank equivalent to the Directorate Pay Scale Point 2 (D2). The recruitment work of the CIA is in its final stage. The CIA will be assisted by three senior investigation officers and three investigation officers, among whom, one senior investigation officer and one investigation officer will be deployed from the Civil Aviation Department (CAD). Also, one Assistant Clerical Officer post will assist in clerical work/secretarial duties. The above manpower arrangement will be put in place until

end March 2020. The Government will review the long term manpower arrangement prior to the said end date, having regard to the actual operational experience of the independent investigation authority.

The total remuneration package for the CIA position, which is a non-civil service supernumerary post at a rank equivalent to D2, will not exceed the full annual average staff cost of \$2,903,736, including salaries and staff on-cost, for a civil service post ranked at D2 level. As for the creation of the above five new non-directorate posts, the additional notional annual salary cost at mid-point will not exceed \$4,849,320, and the annual average staff cost including salaries and staff on-cost will be around \$6,885,250. Other financial resources of the independent investigation authority, such as the operating expenses, are to be redeployed from the existing available funding in the bureau and the CAD.

The proposal of setting up the independent investigation authority and the related proposed creation of the CIA post were supported by aviation industry. Besides, the Legislative Council Panel on Economic Development, the Establishment Subcommittee and the Finance Committee also supported the proposal in their meetings held in March 2017, June 2017 and July 2017 respectively.

Upon the assumption of office of the CIA, expected in mid 2018 the earliest, the independent investigation authority will step up its aviation safety-related promotional work. The industry and the public will certainly be suitably engaged in the process.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)063

(Question Serial No. 2104)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the construction and operational arrangements of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise of the following:

- 1) What are the original cost and return of the project?
- 2) What are the budget and amount of cost overrun of the XRL project? Please provide the details of the cost overrun identified by the Government.
- 3) Given the significant cost overrun of the project, some members of the public consider that the Government has failed to monitor the situation and wasted public money. In this connection, please provide a list of the main responsible officers for the project and their ways of handling as reported to the Government.

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 2)

Reply:

- (1) The subhead, project titles and original Approved Project Estimates (APEs) of the XRL project are tabulated below:

Subhead	Project Title	Original APE in 2010 (\$ million)
6053TR	XRL – construction of railway works	55,017.5 (in money-of-the-day (MOD) prices)
6057TR	XRL – construction of non-railway works	11,800 (in MOD prices)

The Economic Internal Rate of Return of the XRL project over 50 years of operation estimated in 2009 is around 6% (Base Case at 2009 price).

- (2) The subhead, project titles, revised APEs and estimated budget overrun of the XRL project are tabulated below:

Subhead	Project Title	Revised APE in 2016 (\$ million)	Estimated Budget Overrun (\$ million)
6053TR	XRL – construction of railway works	70,405 (in MOD prices)	15,387.5 (additional provision approved by the Finance Committee on 11 March 2016)
6057TR	XRL – construction of non-railway works	16,015 (in MOD prices)	4,215 (additional provision approved by the Finance Committee on 11 March 2016)

The main reasons leading to cost overrun include unfavourable ground conditions encountered, disruption due to other causes, changes in design to suit actual site conditions and various unforeseen circumstances, price escalations, additional project management cost and insurance, contingency for the remaining works, and additional government cost.

- (3) The XRL project was entrusted to the MTR Corporation Limited (MTRCL) for design, construction and commissioning. The MTRCL has undertaken the role of project manager for the procurement, administration and supervision of the design and construction of the works. The supervision of MTRCL's work for XRL is undertaken by the Highways Department (HyD), with the assistance of its Monitoring and Verification (M&V) Consultant engaged. The Transport Branch of the Transport and Housing Bureau (THB) has been deploying existing staff resources to oversee the implementation of the XRL project as part of their normal duties. The HyD has continued monitoring systematically the implementation of the works on the XRL by the MTRCL under its three-tiered monitoring mechanism, including meetings at various levels (such as meetings of the Project Supervision Committee (PSC) chaired by the Director of Highways, Project Coordination Meetings chaired by an Assistant Director of the HyD, Contract Review Meetings chaired by the HyD's Chief Engineer). Since the fourth quarter of 2014, the THB has been providing reports to the Subcommittee on Matters Relating to Railways of the Legislative Council quarterly, instead of half-yearly, on the progress and financial situation of the construction of the XRL project.

In the light of the delay of the construction of the XRL, the Chief Executive appointed in May 2014 an Independent Expert Panel (IEP) chaired by the Hon Mr Justice Hartmann to review the implementation of the XRL project. The report of the IEP, which was released by the Government in January 2015, put forward recommendations to improve the monitoring work by the HyD on the XRL project.

Under the framework of the three-tiered monitoring mechanism and risk-based approach, the dedicated division of the Railway Development Office (RDO) of the HyD has implemented the following measures to enhance the monitoring of the progress and financial status of the XRL project since mid 2014:

- (i) an increase in the number of staff in the dedicated division for the XRL project under the RDO of the HyD from 13 to 18 at present;
- (ii) submission of monthly progress reports to the THB for the XRL project with the adoption of “traffic light” system to facilitate THB’s understanding of current project status;
- (iii) requesting the MTRCL to submit detailed reports on critical construction activities including the production rates of critical contracts;
- (iv) monitoring of the achievement of milestones established by the MTRCL’s Independent Board Committee through the monthly progress reports and the PSC meetings chaired by the Director of Highways;
- (v) liaising more closely with the MTRCL’s project team and requesting the MTRCL to provide more detailed information;
- (vi) arranging the M&V Consultant engaged by the HyD to attend the PSC meetings;
- (vii) establishment of a working group amongst the HyD, the M&V Consultant and the MTRCL with members from the respective specialised teams to review the programme and progress of the XRL project in detail on a regular basis with all aspects and levels of works covered; and
- (viii) arranging the M&V Consultant to conduct more frequent and focused audits on critical contracts.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)064

(Question Serial No. 2105)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

- 1) Regarding the Feasibility Study on Route 11 (the Study), please provide the number of responsible officers under the Transport and Housing Bureau, the estimated expenditure and the relevant details.
- 2) Route 11 has caused great controversy in the community. Some people queried whether the construction of Route 11 is necessary. In this connection, will the Government conduct a large-scale public consultation on the Feasibility Study on Route 11? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 4)

Reply:

- 1) The Transport Branch of the Transport and Housing Bureau has been deploying existing staff resources to oversee the Study as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.
- 2) Route 11 is supported by the local community. Members of the Tuen Mun District Council discussed the external connectivity of road network of Tuen Mun at the Traffic and Transport Committee meeting on 14 November 2014 and at the District Council meeting on 6 January 2015 and in general requested expeditious implementation of Route 11. Members of the Yuen Long District Council passed a member's motion at the Traffic and Transport Committee meeting on 22 July 2016 requesting the Government to expedite the study to construct Route 11 (North Lantau and Yuen Long) to cope with the future traffic demand in Yuen Long. On 13 February 2018, members of Yuen Long District Council

passed another member's motion, requesting the Government to expedite the construction of Route 11 for relieving traffic congestion at Yuen Long and Tai Lam Tunnel.

For the funding application on the Feasibility Study on Route 11, we obtained the support of the Legislative Council Panel on Transport and the Public Works Subcommittee in March 2017 and January 2018 respectively. Subject to the approval of funding by the Finance Committee, the Highways Department will commence the Study as soon as possible, which will take about 28 months to complete.

In the course of the Study, we will consult the relevant District Councils and the public as appropriate when there are preliminary findings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)065

(Question Serial No. 2106)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding taking forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the Railway Development Strategy 2014 (RDS-2014), what is the progress of such work? What are the staffing provision, relevant estimated cost and other estimated expenses (if any) involved?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 3)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted proposals for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line to the Government in end December 2016, end March 2017 and end July 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that its proposals will be practically feasible and bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung Chung West Extension

(and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)066

(Question Serial No. 2107)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) please give an account of the staffing provision, estimated staff cost, other estimated expenses (if any) and details of the study.

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 5)

Reply:

We are planning to take forward the RMR2030+ Studies on the basis of the conceptual spatial requirements to be firmed up under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. The RMR2030+ Studies will examine the performance of the transport infrastructure (including railways and major roads) in Hong Kong between 2031 and 2041, based on the latest planning information available (up to 2041).

The RMR2030+ Studies will focus on the transport infrastructure for supporting the two Strategic Growth Areas (i.e. East Lantau Metropolis and New Territories North) recommended for long term implementation in the Hong Kong 2030+ Study. The RMR2030+ Studies will look into the layout of the proposed railway and major road infrastructure to ensure that the planning of large scale transport infrastructure can meet the needs of long term overall land use developments. The RMR2030+ Studies will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate relevant transport strategies accordingly.

Furthermore, the RMR2030+ Studies will focus on the loading of the heavy rails in the Northwest New Territories (NWNT) beyond 2030 according to the planning data up to 2041. Based on the forecast demand, we will carry out studies on whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas.

We will commence the RMR2030+ Studies as soon as funding is secured. The part on railways will take about 38 months to complete with a cost estimate of about \$64.9 million; whilst the part on major roads will take about 27 months to complete with a cost estimate of about \$27.5 million. The manpower requirements for overseeing the RMR2030+ Studies will be absorbed by the existing establishment.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)067

(Question Serial No. 2877)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government, in conjunction with the governments of Guangdong and the Macao Special Administrative Region, oversaw the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulated related cross-boundary transport arrangements. Given the public doubts about the safety of the HZMB works, please set out the staffing provision, estimated staff cost and other expenses involved in the review and monitoring of the HZMB works. How will the Government dispel the doubts of the public? For example, will the Government fully disclose the documents in relation to the falsification of concrete test reports and separately conduct an independent investigation and testing?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 6)

Reply:

Regarding the alleged falsification of concrete cube tests reports by a laboratory outsourced by the Civil Engineering and Development Department (CEDD), according to the information provided by CEDD in May and June 2017, under the Hong Kong section of the HZMB (i.e. the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR)) and the Tuen Mun – Chek Lap Kok Link (TM-CLKL) project, there were a total of 346 concrete cube test results with abnormalities. The structures corresponding to the 346 concrete cube test results include 179 above-ground or above-sea structural locations, 96 below-ground or below-sea structural locations (including piles) and 71 non-structural locations.

The CEDD stated in its press release in June 2017 that it had completed the analysis of the strength of all affected batches of concrete within the period from January 2013 to

March 2017 (i.e. the period operated by the laboratory concerned), which involved the HKBCF and HKLR projects, as well as the TM-CLKL project, using the raw data of the test results. Results of the analysis showed that all 346 suspected problematic test reports did not affect the final test results, and compliance with the General Specification for Civil Engineering Works issued by the CEDD.

Nonetheless, to ease public concerns, the Highways Department (HyD) engaged a professional organisation in May 2017 to conduct an additional comprehensive and systematic review on the concrete compressive strength of concrete used in the afore-mentioned three projects. The Standing Committee on Concrete Technology of the CEDD agreed to the testing proposal, including the scope of the additional review and the sampling method formulated by the professional organisation.

As stated in the press release of the HyD in November 2017, the professional organisation carried out adequate testing and analysis of the concrete used in structures (including the above-ground or above-sea structures and below-ground or below-sea structures) under the afore-mentioned three projects. This included the review on the concrete compressive strength at the locations corresponding to the 346 suspected problematic concrete cube test results (including conducting Hammer Tests at the above-ground or above-sea structural locations, taking sample cores from above-ground or above-sea structural locations and piles for concrete compressive strength tests, etc.), and the additional comprehensive tests (including conducting Hammer Tests at the above-ground or above-sea structures and taking sample cores for concrete compressive strength test) on the concrete used in the construction of the structures from January 2013 to March 2017 under the afore-mentioned three projects. All test results and analysis indicated that the concrete compressive strength met the standard.

In addition, as announced by the HyD in January 2018, the load test and the associated analysis of the HKLR viaduct section had been completed. The analysis indicated that all the bridge structures of the HKLR viaduct complied with the requirement for the designed loading capacity.

The above test results reaffirmed the quality and safety of the HKBCF, HKLR and the TM-CLKL.

Under Head 158, the Transport Branch of the Transport and Housing Bureau has been deploying existing staff resources to oversee the works of the HZMB Main Bridge, the Hong Kong section of the HZMB as well as the TM-CLKL, as part of their normal duties. There is no separate breakdown of operating expenses, staffing establishment and salary cost involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)068

(Question Serial No. 2878)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the respective estimated expenses on the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project.

Second, please provide details as to the scope of reclamation, reclamation materials, damage to the marine ecology and safety in relation to the HKBCF under the HZMB project.

Third, please set out the types and number of industrial accidents, number of deaths and contractors involved in the HKBCF works under the HZMB project.

Fourth, please set out the types and number of industrial accidents, number of deaths and contractors involved in the HKLR works under the HZMB project.

Fifth, please set out the types and number of industrial accidents, number of deaths and contractors involved in the TM-CLKL works under the HZMB project.

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 7)

Reply:

The approved project estimates for the construction of the HKBCF, HKLR and TM-CLKL are as follows:

Project	Approved project estimate (\$ million)
HKBCF	35,895.0
HKLR	25,047.2
TM-CLKL ^{Note}	46,708.0

Note: This comprises the Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works, and the PWP Item 6857TH TM-CLKL – construction works.

The HKBCF under the HZMB project is located on an artificial island of about 150 hectares (including about 130 hectares for HKBCF and about 20 hectares for TM-CLKL southern landfall) reclaimed from the open waters off the northeast of the Hong Kong International Airport. The reclamation filling materials are mainly sand fill and public fill.

In accordance with the Environmental Permit (EP) of the project, a comprehensive environmental monitoring and audit programme has been put in place throughout the reclamation works for continuous monitoring of the impact on water quality and ecology, to ensure that the requirements stipulated in the EP are fulfilled. Details about the environmental monitoring data and reports are available from the website of the Environmental Project Office for HZMB local projects in Hong Kong (i.e. the HKBCF and HKLR) and the TM-CLKL project.

During the reclamation works period, mitigation measures, such as erecting perimeter and/or localised silt curtain during the reclamation works, have been implemented to mitigate the impact on ecology. Details of the mitigation measures implemented are also available from the website of the Environmental Project Office for the projects.

The information regarding industrial accidents arising from the HKBCF, HKLR and TM-CLKL projects as at end February 2018 is as follows:

Project	Contractors involved	Number of Industrial Accidents	Number of Deaths	Number of Injured
HKBCF	China Harbour Engineering Comply Limited; Leighton - Chun Wo Joint Venture; China State Construction Engineering (Hong Kong) Limited	70	3	81
HKLR	China State Construction Engineering (Hong Kong) Limited; Dragages - China Harbour - VSL Joint Venture	191	4	194
TM-CLKL	Gammon Construction Limited; Dragages - Bouygues Joint Venture; CRBC - KADEN Joint Venture	90	2	88

The causes of the accidents are broadly categorised as (i) injuries by plants and object; (ii) injuries whilst carrying, lifting and working; (iii) fell from height; (iv) slippage; and (v) others.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)069

(Question Serial No. 2879)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1) The “Universal Accessibility” (UA) Programme mainly aims to retrofit barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways to facilitate the public. What are the implementation details of the UA Programme in various districts, the estimated expenditure and the maintenance costs for each item?

2) Some members of the public disapproved of the UA Programme and query why the Government is forcing the public to use the public footbridges, elevated walkways and subways in its city planning instead of providing more traffic lights and zebra crossings on the ground. There are views that only the latter can actually realise universal accessibility. In this connection, will the Government accept this recommendation? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 8)

Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the “Original Programme” under the “Universal Accessibility” (UA) Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed,

114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019. The estimated expenditure on the UA Programme in 2018-19 is \$736.6 million. The annual maintenance cost for each lift is around \$300,000.

As regards considerations for provision of at-grade pedestrian crossings, be they signal controlled crossings or zebra crossings, pedestrian safety and interface with vehicular traffic would be taken into account with reference to relevant criteria such as anticipated utilisation, volume and speed of traffic, etc.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design

Highways Department Structure No.	Location	Present Status
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed

Highways Department Structure No.	Location	Present Status
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed

Highways Department Structure No.	Location	Present Status
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction

Highways Department Structure No.	Location	Present Status
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction

NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction

Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road - Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction

Highways Department Structure No.	Location	Present Status
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road - San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed

NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road - Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road - Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction

Highways Department Structure No.	Location	Present Status
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed

Highways Department Structure No.	Location	Present Status
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction

Highways Department Structure No.	Location	Present Status
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation

Structure No.	Location	Present Status
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation

Structure No.	Location	Present Status
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation

Structure No.	Location	Present Status
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY

THB(T)070

(Question Serial No. 2987)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will review the fare adjustment arrangement for franchised bus service. Some members of the public consider the bus fare levels too high and hope that franchised bus companies can provide long-term fare concessions, e.g. a fare reduction of 20%, to relieve the burden on the public and fulfil their corporate social responsibilities. Will the Government consider requesting the franchised bus companies to fulfil their corporate social responsibilities so as to relieve the burden on the public? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 10)

Reply:

The Government encourages franchised bus companies to offer fare concessions as far as practicable having regard to the operational and financial situation, service nature of individual routes, and the needs of passengers. Among others, the Kowloon Motor Bus Company (1933) Limited (KMB) introduced a long-haul route fare concession scheme for full-time students and a monthly pass scheme available for all passengers in July 2017 and March 2018 respectively. Franchised bus companies also offer section fares, half-fare for children, bus-bus interchange fare concession and intermodal interchange fare concession for the benefit of passengers.

The Fare Adjustment Arrangement for Franchised Buses (FAA) is the mechanism for the Government to process applications for fare adjustment from franchised bus companies. The Government will take into account a basket of factors in deciding whether it is necessary to adjust the fares of franchised buses and determining the adjustment rate before submission to the Executive Council for a decision.

According to the Passenger Reward Arrangement under the FAA, when the rate of return on the average net fixed asset for a franchised bus operator reaches or exceeds the threshold of 9.7% in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions. Under this arrangement, the bus companies have from time to time offered different kinds of fare concession schemes to passengers, such as same-day return fare discount, free ride for the elderly on the Senior Citizen's Day, \$2 flat fare offered by Citybus Limited for passengers aged between 60 and 64 on Sunday and Public Holidays on selected Citybus routes, etc.

We are conducting a review of the FAA. Amongst others, the initial findings indicated that the value of productivity gain in the fare adjustment formula may revert from a negative value computed in the last review to a positive value while the triggering threshold for the passenger reward arrangement of 9.7% may be adjusted downwards slightly having regard to the latest changes in the overall economic situation and investment environment. We expect to conclude the exercise and implement the updated FAA in 2018, subject to approval by the Chief Executive-in-Council.

The Government will continue to explore with franchised bus companies the feasibility of introducing more fare concession initiatives for the benefit of passengers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)071

(Question Serial No. 2988)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: (-) Not Specified

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme, please set out the successful and unsuccessful applications for the scheme by District Council district in each of the past three years.

Second, some members of the public criticise the Scheme for not keeping up with the times as they need to wait for half a year in order to receive the subsidy. They are of the view that the Scheme is inflexible and does not address people's pressing needs. Please advise whether the Government will enhance the flexibility of the Scheme to enable people to receive the subsidy as early as practicable, say, every two months. If so, what are the details? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 12)

Reply:

As announced in the 2017 Policy Address, the Government will introduce a non-means tested Public Transport Fare Subsidy Scheme (the Scheme) to relieve the public transport fare burden of the commuters. The Finance Committee of the Legislative Council approved the non-recurrent funding requirement for the Scheme on 2 February 2018. Also, an estimated expenditure of \$825 million for the Scheme has been included in the 2018-19 Draft Estimates of the Transport Department, covering \$775 million for the subsidy amount and \$50 million for recurrent expenditure. The Government is actively taking forward the preparatory work of the Scheme with a view to implementing it within the first quarter of 2019.

Under the Scheme, the Government will provide fare subsidy, to an extent, for commuters if their monthly public transport expenses exceed a specified level. The specified level of

monthly public transport expenses is set at \$400. The Government will provide a subsidy amounting to 25% of the actual public transport expenses in excess of this level, subject to a maximum of \$300 per month. It is estimated that the annual subsidy amount will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme.

When designing the Scheme, we are mindful of the need to make it simple, easy to understand and operate. Hence, commuters do not have to apply for the Scheme. The subsidy will be calculated on monthly basis based on the actual public transport expenses in the previous month. Collection of subsidy is also simple. From a specific date of each month, commuters will be able to collect the public transport fare subsidy of the previous month through the Octopus App, at some 50 Octopus Service Points or by tapping their Octopus cards on the dedicated Octopus readers set up at 93 MTR stations and five Light Rail Customer Service Centres. Also, the commuters will be able to collect the subsidy with their Octopus cards at the outlets of two chained convenience stores and one large supermarket (around 1 600 outlets in total). The subsidy will be credited to the Octopus cards. To allow sufficient time for commuters to collect subsidy, the subsidy is valid for collection within three months.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)072

(Question Serial No. 2989)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details as to the working team, contents and estimated expenditure involved in the Public Transport Strategy Study (PTSS).

Will the Government make public the report of the PTSS and launch a public consultation? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 11)

Reply:

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The consolidated report of the entire study was released in the same month. The report is available at the Transport and Housing Bureau (THB)'s website ([https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20\(Eng\).pdf](https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20(Eng).pdf)). During the course of the study, we consulted the Legislative Council Panel on Transport (the Panel) on various topics under the PTSS, and canvassed the views of stakeholders through various platforms such as deputation sessions arranged by the Panel and trade conferences. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. We are actively taking forward the measures progressively.

For conducting the PTSS, a sum of \$9.5 million was earmarked for consultancy studies. With the completion of the PTSS, a total of \$6.6 million was expended for the period from 2015-16 to 2017-18, and a further \$0.7 million would be settled in 2018-19.

A total of six time-limited posts were created in the Transport Branch of the THB and the Transport Department (TD) for the period from 2015-16 to 2017-18 for overseeing the PTSS.

To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts have been created in the Transport Branch of the THB and the TD for two years starting in 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about \$5 million in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)073

(Question Serial No. 2990)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details of the special helping measures (SHM) to be implemented by the Government for the six major outlying island ferry routes for the 2017-2020 licence period.

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 13)

Reply:

The Finance Committee of the Legislative Council approved on 25 March 2017 a funding of around \$410 million for the three-year licence period from mid-2017¹ to mid-2020 for the continued provision of SHM to the six major outlying island ferry routes (namely “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan”). Details of the SHM are as follows:

¹ The current three-year licence of “Central – Mui Wo” route commenced on 1 April 2017 whereas the three-year licences of the remaining five routes on 1 July 2017.

	SHM items	Subsidy Cap (\$ million)
(a)	reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge;	2
(b)	reimbursing the pier electricity, water and cleansing charges;	17
(c)	reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement;	35
(d)	reimbursing the vessel maintenance cost;	241
(e)	reimbursing the vessel related depreciation costs;	16
(f)	reimbursing the revenue foregone due to provision of child fare concessions;	21
(g)	reimbursing the vessel insurance cost; and	9
(h)	re-launching “Visiting Scheme to Outlying Islands”.	3
	<i>Estimated cap of total subsidy amount</i>	<i>~340</i>
	<i>Inclusive of a 20% buffer provision (contingency provision to cater for any unforeseeable changes to operating costs)</i>	<i>~410</i>

- End -

CONTROLLING OFFICER'S REPLY**THB(T)074****(Question Serial No. 3060)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

- 1) Regarding reviewing the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL), what were the actual percentage and amount of increase after the fare adjustment in each of the past five years?
- 2) Some members of the public are of the view that the MTRCL's FAM is just a mechanism for fare increase but not reduction. Even though there are short-term concessions offered every year, the fares eventually have only gone up but never gone down, thereby imposing a heavy transport fare burden on the general public. In this connection, will the Government urge the MTRCL to fulfil its social responsibility and restore wealth to the people?
- 3) How many incidents or service disruptions occurred on MTR lines in each of the past three years?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 15)

Reply:

- 1) The overall fare adjustment rates of MTRCL in the past five years were:

Year	Overall Fare Adjustment Rate
2013	+ 2.7%
2014	+ 3.6%
2015	+ 4.3%
2016	+ 2.65%
2017	No Adjustment *

* The calculated Overall Fare Adjustment Rate for 2017-18 was +1.49%. As this is within the range of $\pm 1.5\%$, according to the FAM, the adjustment rate will be rolled over to the following year (2018-19). Hence, there was no adjustment of MTR fares in 2017-18.

The specific fare adjustment amounts may vary amongst different journeys, and between single journey tickets and travelling with Octopus.

2) The Government encourages public transport service operators to provide fare concessions to the public as far as practicable. Regarding MTR service, the Government and the MTRCL completed the second review of the FAM of the MTRCL in March 2017. The enhanced mechanism has come into effect in June 2017 and will continue to apply for 2018-2019. The mechanism contains features which aim at better responding to, among others, public concern about fares, the MTRCL's profitability and the public's affordability, while respecting the financial prudence required of the MTRCL as a listed company, on the premise that a transparent mechanism based on open and objective data and a direct-drive formula will be retained.

For details of the measures under the enhanced FAM, please refer to the Legislative Council Brief on "Review Outcome of the FAM of the MTRCL" issued by the Transport and Housing Bureau on 21 March 2017.

3) The number of incidents caused by factors under MTRCL's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on MTR lines from 2015 to 2017 is tabulated below:

Year	Cause	Number of incidents
2015	Equipment failure	102
	Human factors	9
2016	Equipment failure	84
	Human factors	6
2017	Equipment failure	92
	Human factors	12

- End -

CONTROLLING OFFICER'S REPLY**THB(T)075****(Question Serial No. 3191)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Shatin to Central Link (SCL), please provide details as to the works period, estimated expenditure, costs payable to contractors for the contracts, manpower involved and commissioning timetable.

Besides, please set out the quantity of monuments and antiques or war-time items found at the SCL works site and the relevant notification mechanism.

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 1)

Reply:

The construction period and estimated total expenditure of various items of the SCL project are tabulated below -

Subhead	Project Title	Start Date	Actual / Anticipated Completion Date	Estimated Total Expenditure (\$ million)
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	August 2010	December 2012 (Actual)	119.4
6058TR	SCL – construction of railway works – protection works	June 2011	September 2011 (Actual)	440.6
6063TR	SCL – construction of railway works – advance works	May 2011	December 2017 (Actual)	7,102.6

Subhead	Project Title	Start Date	Actual / Anticipated Completion Date	Estimated Total Expenditure (\$ million)
6064TR	SCL – construction of non-railway works – advance works	July 2011	December 2017 (Actual)	1,448.2
6061TR	SCL – construction of railway works – remaining works	July 2012	2021	65,433.3 (under review) (Note 1)
6062TR	SCL – construction of non-railway works – remaining works	July 2012	2021	5,983.1 (under review) (Note 1)

Note 1: The Government received the latest cost estimate of the main works of the SCL project from the MTR Corporation Limited (MTRCL) on 5 December 2017. MTRCL indicated the need to adjust the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's latest cost estimate.

The target commissioning dates of “Tai Wai to Hung Hom Section” and “Hung Hom to Admiralty Section” are mid 2019 and 2021 respectively.

According to the information provided by the MTRCL, up to 31 December 2017, the total contract sum for major civil and electrical and mechanical contracts, together with other minor contracts, is \$57.643 billion. As at 31 December 2017, about 5 817 construction workers and technical / professional staff members were employed under the main works of the SCL project.

Regarding the archaeological works under the SCL project, a Licence to Excavate and Search for Antiquities (the Licence) had been issued by the Antiquities and Monuments Office (AMO) to an approved archaeologist (the licensee) before the commencement of the archaeological works. All archaeological excavation had to be conducted in accordance with the Licence requirements, including the reporting of artefacts discovered. In general, the licensee reported to the AMO immediately on important findings, whilst submitted regular reports to the AMO on all discovered materials.

For the archaeological works under the SCL project, a total of over 33 000 kg of general finds and 8 000 items of special finds were discovered.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)076

(Question Serial No. 3016)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of hillside escalator links and elevator systems (HEL), would the Government inform this Committee:

- a. of the estimated expenditure, actual expenditure, time needed to complete the preliminary technical feasibility study, progress of the works and the anticipated completion date with respect to the various HEL projects;
- b. whether the Government has considered other proposals to expedite the completion of the above projects, including engaging a third party to undertake the construction works, strengthening manpower and setting up an inter-departmental co-ordination group for the works; if so, of the details; if not, of the reasons; and
- c. given that the Government has committed to “conducting assessment exercises periodically to assess new proposals received”, of the number of proposals (please list in detail) received by the Government since the launch of the initiative and of the reasons for the proposals being assessed and not being assessed?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 25)

Reply:

(a) The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the assessment results were reported to the Panel on

Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted first by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, following a review on its manpower resources, the Highways Department (HyD) also completed the preliminary technical feasibility studies for the proposals ranked 11 and 12. The current progress of the 18 HEL proposals is summarised at **Annex**.

Of the 18 proposals, three are completed and opened for public use (ranked 1, 13 and 14¹), four proposals are under construction (ranked 3, 5, 9 and 11). The cost estimates for these proposals are as follows:

Rank	Proposal	Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608.0
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.7
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
13	Yuet Wah Street Pedestrian Linkage	78.0
14 ¹	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

Six proposals (ranked 2, 4, 6, 7, 8 and 12) are at different stages of planning, investigation and design. As at March 2018, the total expenditure for the design and study of these proposals is about \$16 million. The construction cost for the “Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung” (ranked 6) is estimated to be \$584.4 million in MOD prices, while the construction cost for other proposals under study and design are pending review.

¹ There are two proposals with the same ranking of 14. The one completed is “Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital”, which was implemented and completed by the Hospital Authority (HA), and mainly involved the construction of one lift.

(b) The Transport Branch of the Transport and Housing Bureau, the HyD, the Transport Department (TD) and the Electrical and Mechanical Services Department have been deploying in-house staff resources in undertaking the planning and related work of the HEL. Consultants have been engaged to provide technical assistance as necessary. We will continue to deploy appropriate resources to take forward the HEL projects.

We will seek funding approval from the Finance Committee of the LegCo within this legislative session for the “Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung” (ranked 6) with a view to commencing the construction of the project as soon as possible.

(c) In addition to the 20 proposals assessed in 2009, a total of 114 proposals for HEL have since then been received. The TD commenced a consultancy study in December 2017 to review the assessment mechanism for proposals for HEL, including the criteria for screening, shortlisting and prioritisation. On the basis of the revised mechanism, the Department will screen, shortlist and prioritise the proposals received in the past years. Subject to local consultation scheduled to begin in the third quarter of 2018 on the proposed revised assessment mechanism, the TD will, via the consultancy study, assess all the proposals for HEL received on the basis of the revised mechanism.

Current progress of the proposals of the HEL

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. Prior to gazettal of the works, the HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. The HyD also briefed the Planning, Works and Housing Committee of the Eastern District Council on the project progress in February 2018. In view of the comments recently raised by various parties, the HyD is reviewing the design scheme with a view to obtaining a majority consensus for the project scheme.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The construction works commenced in February 2017 for completion in mid 2019.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. The comments received have been collated and analyzed. In view of the diverse views, the HyD plans to consult the C&WDC further on the project.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The construction works commenced in June 2017 for completion in 2020.
6	Lift and Pedestrian Walkway System between Castle Peak Road and	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the detailed design.

Rank	Proposal	Progress of Project
	Kung Yip Street	<p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The Government published the notice of authorization to execute the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2017.</p> <p>We will seek funding approval from the Finance Committee of the LegCo in 2017-18 legislative year with a view to commencing the construction of the project as soon as possible.</p>
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016 and on the revised design in January 2018. The HyD is following up on the suggestions and views regarding the revised design of the project further raised by relevant stakeholders and is making preparation for the gazettal of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The construction works commenced in December 2016 for completion in mid 2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes have completed the repair works for the slopes in February 2018. The HyD is revisiting this proposal.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the Finance Committee of the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.
12	Lift and Pedestrian Walkway System at Luen	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry

Rank	Proposal	Progress of Project
	On Street	<p>out the investigation and preliminary design.</p> <p>The HyD consulted and obtained support from the Traffic and Transport Committee of the Kwai Tsing District Council on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, the HyD will consult the relevant residents as suggested by the Kwai Tsing District Council.</p>
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The TD is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced works in November 2015. The works have been completed and the facility has been opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The TD is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The TD is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	Since the proposal involves complicated land issues, the TD will liaise with relevant departments on the land matters.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)077

(Question Serial No. 3164)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “Universal Accessibility” (UA) Programme, would the Government inform this Committee:

- a. of the staffing provision and expenditure involved in the monitoring of the work of the UA Programme;
- b. given that each District Council (DC) can only nominate not more than three walkways for implementation in the next phase of the UA programme, whether the Government will consider increasing the quota for each district in future; and
- c. given that one of the criteria for the next phase is that the walkways should not be privately owned, and that many walkways actually involve ownership of the private sector, whether the Government will consider taking the lead to co-ordinate the work of various government departments and the private sector, so as to facilitate the completion of the walkways for the benefits of the public?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 28)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 DCs in the first half of 2013 to prioritise the new items in their districts proposed by the public

through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed and 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related works.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

Given the considerable number of walkways in hand for implementation under the UA Programme, we would first focus on the implementation of the items mentioned above. As regards the future mode and implementation arrangement for the UA Programme, including the number of nominations from each DC, the Government will conduct further review in due course subject to the progress of works, availability of resources, market situation, and opinions of the public and DCs, etc.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million. The design and supervision of the works are carried out by consultants engaged by the HyD, while the HyD deploys existing staff resources to manage the implementation of the works. The Transport Branch of this Bureau deploys existing staff resources to oversee the implementation of the UA Programme.

As mentioned in paragraph 2 above, the walkways eligible for selection by the DCs for implementation in the Next Phase are no longer confined to public walkways maintained by the HyD provided that they meet certain criteria, one of which is that the walkways are not privately owned to ensure proper use of public funds. From time to time when we receive lift retrofitting proposals which fall outside the current ambit of the UA Programme, we have been referring such proposals to the relevant parties for consideration and follow up, appealing to them to create a “universally accessible” environment in the community.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)078

(Question Serial No. 2821)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the report on Public Transport Strategy Study submitted by the Transport and Housing Bureau to the Legislative Council earlier on, it has analysed the changes in patronage of public transport modes in 2016 and 2021 in Hong Kong. The share of railways in local public transport will increase from 41% in 2016 to 43% in 2021. Moreover, the Government will vigorously develop areas in the New Territories, such as Kwu Tung North, Fanling North, Ping Che and Ta Kwu Ling and Hung Shui Kiu. In this connection, would the Government inform this Committee of the following:

1. Will the Government conduct a “mid-term” review on the railway transport in Hong Kong, such as extension or addition of railway lines, addition of new stations, enhancement of existing railway services, etc.?
2. Regarding the MTR Corporation Limited (MTRCL)’s operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), what are the expenditure and staffing provision to be involved by the Bureau, including the detailed arrangements for Mainland’s customs and local customs, in handling the clearance formalities for passengers?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 19)

Reply:

1. After the commissioning of the West Island Line in 2015, as well as Kwun Tong Line Extension and South Island Line (East) in 2016, we continue to press ahead with the construction of the XRL and the Shatin to Central Link (SCL). The target commissioning date of the XRL is in September 2018. For the SCL, the target commissioning date of the

“Tai Wai to Hung Hom Section” is in mid 2019, while that of the “Hung Hom to Admiralty Section” is in 2021. Upon their completion by 2021, the railway network will be expanded to cover areas inhabited by over 70% of the population in Hong Kong.

The latest blueprint of railway development in Hong Kong is the “Railway Development Strategy 2014” (RDS-2014), which aims at providing a framework for planning the future expansion of Hong Kong’s railway network up to 2031. The RDS-2014 is based on the findings and final recommendations of the consultancy study and the views collected during a two-stage Public Engagement exercise. In formulating the Strategy, a wide range of factors, including transport planning, land use planning and housing demand, development needs, economic return and other benefits, environmental impact and engineering feasibility, have been considered. Seven railway projects are recommended to be taken forward under the RDS-2014, viz. Northern Link and Kwu Tung Station, Hung Shui Kiu Station, Tung Chung West Extension, Tuen Mun South Extension, East Kowloon Line, South Island Line (West) and North Island Line. The taking forward of individual proposed railway projects will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. When all these railway schemes are completed progressively up to 2031, the railway network will cover areas inhabited by 75% of the local population and about 85% of job opportunities.

2. At the meeting of the Executive Council on 12 September 2017, the Council advised and the Chief Executive ordered that the land or interests or other rights in respect of land for the operation of the XRL should be vested in and the movable assets of the XRL be assigned to the Kowloon-Canton Railway Corporation (KCRC) at nominal value. The KCRC shall then grant a service concession to operate the XRL to the MTRCL according to the Supplemental Service Concession Agreement (SSCA). The arrangements of the SSCA will cover, among others, the period and payment of service concession, as well as the requirements for the MTRCL to provide services according to prescribed standards and surrender the assets upon the end of the service concession. The Government, the MTRCL, and the KCRC have commenced discussion on the SSCA and will announce the result of discussion at an appropriate time.

To handle immigration control and customs clearance duties after commissioning of the XRL, the Immigration Department and Customs and Excise Department will create 407 and 281 civil service posts respectively, the total annual salary costs in terms of notional annual mid-point salary of the posts are \$180 million and \$105 million respectively. Similarly, to handle health clearance of travellers, the Department of Health will create five civil service posts. The total annual recurrent cost of the posts based on notional annual mid-point salary is \$2.9 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)079

(Question Serial No. 2822)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (THB) has been conducting studies on the traffic conditions of various districts in Hong Kong, including the MTR and the Light Rail. In this connection, would the Government inform this Committee of the following:

1. Has the THB conducted any studies on the feasibility of increasing carrying capacity with the original design of the Light Rail? If so, what are the findings? If not, will the Government consider conducting a study in this regard in future?
2. Is it possible to upgrade the design of the existing Light Rail system to increase the carrying capacity?
3. Regarding all the delays experienced on the Light Rail routes in the New Territories West in the past financial year, please list: (i) the date; (ii) the time; (iii) the routes involved; (iv) the causes of incidents/results of investigation; (v) follow-up actions taken; and (vi) duration of service delays (minutes).

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 20)

Reply:

1&2. The Public Transport Strategy Study (PTSS), published in June 2017 recommended the Government to adopt six short, medium and long term measures to enhance the carrying capacity of the Light Rail, with a view to meeting the transport demand of Northwest New Territories (NWNT).

Regarding the short term measures, the MTR Corporation Limited (MTRCL) has purchased 40 Light Rail Vehicles (LRVs), of which ten will be deployed to expand the fleet to enhance the carrying capacity of Light Rail. These 40 LRVs will be providing services by batches between 2019-2023. As regards the measure to adjust traffic lights at three busy road junctions, the Government has completed the adjustment work for one of the junctions to maximise the priority enjoyed by Light Rail to pass through the road junction. The adjustment work for the other two junctions will be completed in 2018. In respect of the rationalisation of some Light Rail routes, the Government and MTRCL consulted the Yuen Long and Tuen Mun District Councils in July 2017 to collect views from members on the Light Rail rationalisation proposals. Having regard to the views received, we are reviewing the proposals and will consult District Councils again after the review.

Moreover, the Highways Department (HyD) will undertake a feasibility study on design improvements for busy junctions to alleviate the need for Light Rail to share road with other road users. To this end, the HyD is gearing up to commence the feasibility study in 2018.

As a long term measure, we will conduct the “Strategic Studies on Railways and Major Roads beyond 2030” (RMR2030+ Studies) as soon as funding is secured. Among other things, the RMR2030+ Studies will focus on the loading of the heavy rails in the NWNT beyond 2030 according to the planning data up to 2041. Based on the forecast demand, we will carry out studies on whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas.

3. Number of incidents caused by factors under MTRCL’s control (including equipment failure and human factors) which led to service disruption of eight minutes or above in the Light Rail system in 2017:

Year	Cause	Number of incidents
2017	Equipment failure	27
	Human factors	7

Incidents caused by factors under the MTRCL’s control which lead to Light Rail service disruption of 31 minutes or above in 2017 are detailed in the table below:

Date and time of the incident	Affected route(s)	Cause of events, investigation results, and follow-up actions taken	Delay (minutes)
8 May 2017, 5:56pm	705 706	Light Rail service was affected because a LRV collided with an MTR bus at the junction of Tin Sau Road near the Tin Yuet Stop in Tin Shui Wai. The case was under investigation by the Police.	108

- End -

CONTROLLING OFFICER'S REPLY**THB(T)080****(Question Serial No. 2823)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding all ferry routes departing from the Tuen Mun Ferry Pier, please tabulate the average daily patronage of each month in the past three years.

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 21)

Reply:

The average daily patronage of a licensed ferry service running between Tuen Mun, Tung Chung, Sha Lo Wan and Tai O in each month of 2015, 2016 and 2017 are provided as follows:

Year	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec
2015	880	1 000	950	1 200	920	840	840	930	820	1 000	970	850
2016	720	1 000	1 100	1 100	1 000	890	1 100	940	910	1 100	1 000	1 100
2017	1 100	1 100	920	1 400	1 100	750	880	930	770	1 100	1 100	1 100

(Note: The patronage figures, including those for the period from September 2015 to December 2016 which were rectified in 2017, are provided by the ferry operator.)

The cross-boundary ferry services at Tuen Mun Ferry Terminal resumed on 28 January 2016 after a halt of service since 2012. The average daily patronage of the cross-boundary ferry service in each month of 2016 and 2017 are provided as follows:

Year	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec
2016	954	1 447	1 807	1 533	1 562	1 605	2 142	2 144	1 781	1 673	1 652	2 060
2017	1 852	1 997	1 625	2 346	1 763	1 781	2 139	2 097	1 601	1 740	1 708	2 111

(Note: The patronage figures are provided by the Marine Department.)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)081

(Question Serial No. 2824)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards the Government's review on the operational policy for franchised bus service, please set out in table form the subsidy/allowance/exemption items granted by the Government to each franchised bus company and the respective expenditures incurred, as well as the passenger reward measures offered by each franchise bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past three financial years.

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 22)

Reply:

Franchised buses and buses solely used for the training of bus captains are exempted from the first registration tax under the Motor Vehicles (First Registration Tax) Ordinance (Cap. 330).

In addition, under the Elderly Concession Fare Scheme (ECFS), the Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations. As announced in the 1993-94 Budget, public transport operators (including franchised bus operators) would have their annual licence fees waived and rentals reimbursed to enable them to introduce or continue to offer concessionary fares for the elderly. Under the ECFS, franchised bus operators would offer half fare to the elderly passengers and absorb any revenue forgone which could not be covered by the aforementioned waiver of licence fees and reimbursement of rentals of government land.

Following the announcement in the 2015-16 Budget, the fees for vehicle examination of franchised buses for the renewal of vehicle licences were waived on a one off basis from 13 July 2015 to 12 July 2016 under the Government's short term targeted support measures to support sectors affected by the Occupy Movement.

The amount of exemption/reimbursement granted to the franchised bus operators under the above arrangements and support measures in each year from 2015 to 2017 is as follows –

Year	Amount of first registration tax waived (\$ million)	Under the ECFS		Amount of vehicle examination fees waived under the short term support measures announced by the Government in the 2015-16 Budget (\$ million)
		Amount of vehicle licence fees exempted (\$ million)	Amount of government rentals reimbursed* (\$ million)	
2015	184	24	278	2.3
2016	84	25	291	3.6
2017	63	25	321	-

* Figures as at 9 March 2018. Applications for reimbursement can still be made after the close of the financial year.

According to the Passenger Reward Arrangement under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset for a franchised bus operator reaches or exceeds the threshold of 9.7% in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions.

Details of the fare concession schemes offered by franchised bus operators under the Passenger Reward Arrangement in the past three years are as follows –

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2015	Long Win Bus Company Limited 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 31 January and 1 May 2015	4.7	1.9

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 2. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 3. same day return discounts on solely-operated cross-harbour routes between 18 January and 9 May 2015; and 4. \$2 discount on every second trip on local routes between 18 January and 9 May 2015	29.2	15.3
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on "Airbus Services" routes; 3. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes	29.7	2.6
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on solely-operated cross-harbour routes between 18 January and 9 May 2015; and 3. \$2 discount on every second trip on local routes between 18 January and 9 May 2015	16.7	9.1
2016	Kowloon Motor Bus Company (1933) Limited 1. same day return discounts between 5 November 2016 and 31 January 2017*; and 2. free ride for the elderly on the Senior Citizen's Day on 20 November 2016	38.9	24.0

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
	Long Win Bus Company Limited 1. concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; 2. same day return discounts on “Airbus Services” and “North Lantau External Services” routes between 10 September 2016 and 30 April 2017*; and 3. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	6.4	2.6
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	0.9	0.9
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	0.1	0.06
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on “Airbus Services” routes; 2. concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; 3. concession on prepaid tickets on “Airbus Services” routes; and 4. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	32.8	2.8
	New Lantao Bus Company (1973) Limited 1. free ride for the elderly on the Senior Citizen’s Day on 20 November 2016	0.04	0.01

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
2017	Kowloon Motor Bus Company (1933) Limited 1. same day return discounts between 5 November 2016 and 31 January 2017^ and between 1 December 2017 and 31 December 2017; 2. fare discounts on solely operated routes between 1 May 2017 and 30 June 2017; and 3. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	92.8	133.4
	Long Win Bus Company Limited 1. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; 2. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 10 September 2016 and 30 April 2017^; 3. same day return discounts on "Airbus Services" with forward trip on "North Lantau External Services" between 1 October 2017 and 31 March 2018*; and 4. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	9.9	3.2
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	1.0	0.9
	New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 19 November 2017	0.1	0.06

Year	Fare concession scheme	Amount used (\$ million)	Number of beneficiaries (million, in terms of passenger trips)
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on “Airbus Services” routes; 2. concession on “Airbus Services”, “Overnight Services” and “Airbus Overnight Services” routes to Airport staff; 3. concession on prepaid tickets on “Airbus Services” routes; and 4. free ride for the elderly on the Senior Citizen’s Day on 19 November 2017	34.5	2.9

* The concession period of this time-limited fare concession straddled the following year. The figures on the amount used and number of beneficiaries in the table cover only up to 31 December of the year in which the concession was launched.

^ The concession period of this time-limited fare concession started in the previous year. The figures on the amount used and number of beneficiaries in the table cover only that from 1 January of the reporting year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)082

(Question Serial No. 2825)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please set out in table form all the interchange fare concession arrangements between different public transport operators for the New Territories West in the last financial year.

In the last financial year, I asked the Government whether it had any plan to consider the introduction of a monthly pass for residents in Tuen Mun and Yuen Long. However, I have not received a positive response from the Government. I hope that this time the Bureau can give a direct response to my enquiry. In this connection, would the Government inform this Committee of the following:

2. Will the Government provide one more type of monthly pass to facilitate residents of the New Territories West travelling between Tuen Mun, Tin Shui Wai and Yuen Long using the West Rail Line, the Light Rail and buses with concessionary fares in future?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 23)

Reply:

(1) To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on inter-company interchange fare concessions for bus routes and green minibus (GMB) routes terminating in Tuen Mun or Yuen Long in 2017 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

	Number of Routes involved	Adult fare concession for each interchange trip (\$)
Railway-GMB interchange fare concession	14	0.3 to 2.5
Bus-bus interchange fare concession between different franchised bus companies	68	0.5 to 12.6

In addition, the MTR Corporation Limited (MTRCL) has been collaborating with the Kowloon Motor Bus Company (1933) Limited (KMB) since October 2014 to allow designated MTR “Monthly Pass Extra” holders to ride, free of charge, on specified trips of selected KMB morning bus routes. As at end 2017, the arrangement was applicable to passengers of three KMB routes from Tuen Mun to Tsim Sha Tsui or Kowloon Station; the full fares of these routes range from \$13 to \$13.7.

- (2) The Government encourages public transport service operators to provide fare concessions to the public as far as practicable so long as these private companies can maintain the requisite sound financial positions. Regarding MTR service, the MTRCL will continue to offer monthly passes for West Rail Line passengers. Passengers can enjoy unlimited rides between designated West Rail Line stations, within the valid month, a 25% discount off the normal fare for journeys connecting to or from non-designated stations, and unlimited rides on the Light Rail and MTR buses in Northwest New Territories. In addition, as a result of the review on MTR Fare Adjustment Mechanism (FAM) in 2017, the MTRCL has agreed to offer interchange concessions with all GMB routes to passengers interchanging MTR with GMB. It is expected the scheme can be implemented by second quarter of 2018.

As for franchised buses, KMB has introduced a long-haul route fare concession scheme for full-time students (the scheme) since the commencement date of the new franchise (i.e. 1 July 2017). Under the scheme, students can enjoy concessionary half fare on their return trips on daytime routes solely operated by KMB with adult fare of \$12 or above. KMB has also introduced a monthly pass with effect from 1 March 2018. The monthly pass holders can enjoy ten rides on routes operated by KMB and two rides on Route B1 to and from Lok Ma Chau everyday within the validity month of the monthly pass.

The Government will continue to encourage public transport service operators to work together and roll out more inter-company fare concession schemes for the benefit of passengers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)083

(Question Serial No. 2826)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Railway is the backbone of the public transportation system in Hong Kong, with a daily patronage of over 5.2 million. Mrs Carrie LAM, the Chief Executive, has stated in her Policy Address that for the next stage of railway development, the Government will take forward the new railway projects under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner. In this connection, would the Government inform this Committee of the following:

1. What is the progress of the detailed planning work for the Tuen Mun South Extension of the West Rail Line? Has the target progress been met? Can the railway be completed and commissioned as scheduled?
2. When will the location of the terminus of the Tuen Mun South Extension be announced?
3. In addition, what is the progress of the detailed planning work for the Northern Link? Has the target progress been met? Can the railway be completed and commissioned as scheduled?
4. Earlier on, the Government has mentioned that it will invite the MTR Corporation Limited (MTRCL) to study the feasibility of providing free Wi-Fi on all trains. What is the latest progress?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 24)

Reply:

(1) to (3)

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) invited the MTRCL to submit proposals for the implementation of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station). The Government received the proposals for these two projects from the MTRCL in end December 2016 and end March 2017 respectively. The THB, the Highways Department and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details in order to ensure that its proposals will be practically feasible and will bring maximum benefits to the community.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

(4)

The MTRCL is committed to providing various value-added services to passengers. Since 2013, free Wi-Fi hotspots have been provided at all the 93 MTR heavy rail stations. Passengers can also enjoy free in-train Wi-Fi services along the Airport Express. However, it is technically challenging to provide free Wi-Fi on trains running on other railway lines. The MTRCL will continue to explore the feasibility of such proposal, and give further thought to it when enhancing its station and train compartment facilities in the future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)084

(Question Serial No. 2827)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the past decade, the overall vehicular growth in Hong Kong has been faster than the increase in the number of parking spaces. The total number of vehicles registered in Hong Kong has risen by 45% while the total number of parking spaces across the territory has only increased by 9.0%. The number of parking spaces in Hong Kong therefore cannot catch up with the growth of both vehicles and residential or commercial units, causing inconvenience to motorists. In this connection, would the Government inform this Committee of the following:

1. What is the progress of the review on parking policy jointly conducted by the Transport and Housing Bureau (THB) and the Transport Department?
2. Has the THB conducted any surveys on the usage of all car parks in Hong Kong, usage of parking spaces in different time slots and usage of parking spaces by different types of vehicles? If so, please list by time slot and vehicle type the relevant figures of such usage.
3. The Government currently takes the view that the vehicular growth rate should be slowed down, so that it can formulate policy more easily to improve the ratio of number of parking spaces to number of vehicles. Has the Government conducted any studies on ways to enhance the utilisation rate of the existing parking spaces?

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 25)

Reply:

1. Hong Kong adopts a transport policy based on public transport with railways as the backbone. Nearly 90% of the total passenger trips are made on public transport. The surge in the size of vehicle fleet (in particular the private car fleet) in recent years has

aggravated road traffic congestion and brought about an adverse impact on the community. There is a need to control the growth of private car fleet. As reported to the Legislative Council Panel on Transport in May 2017, the Government's current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles. In this regard, the Transport Department (TD) has embarked on a consultancy study on the parking for commercial vehicles (CV). For private cars, we will also provide an appropriate number of parking spaces. In addition to the study on the parking for commercial vehicles, we will implement a series of short term and medium to long term measures to increase parking spaces. These measures include studying the opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects and putting them up for night-time public parking of commercial vehicles, requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines, providing public car parks in suitable new government, institution and community facilities, and examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system, etc.

2. The Government has not conducted surveys on the usage of all car parks in Hong Kong. TD's consultancy study on parking for CV will assess the CV parking demand by districts and will formulate short to long term measures to address the demand. For multi-storey public car parks under the management of TD, their average utilisation rates as at December 2017 are as follows –

Car Park	No. of Parking Spaces*	Average utilisation rate [#]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The numbers of parking spaces include parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

Excluding motorcycles.

3. The Government has been taking forward measures to facilitate better parking space utilisation by motorists. The TD disseminates real-time parking data of about 70 government and commercial public car parks in its “Hong Kong eRouting” mobile application to facilitate motorists to find parking spaces. The TD will continue to encourage other car park operators to upload their parking vacancy information to the Government’s public sector information portal “data.gov.hk” for disseminating their car parking information and parking vacancy data. The TD will examine practicable measures to require operators of newly developed public car parks or short term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)085

(Question Serial No. 2828)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The wave of bike-sharing swept through Hong Kong last year. Bikes of different colours are seen parking on the roadsides of various streets in the New Territories. According to estimation, there are at least five to six bike-sharing operators competing for the market shares in Hong Kong. Some users consider that bike-sharing can provide convenience to them while many members of the public think that the bikes have parked illegally and caused street obstruction. Even though there are successive bicycle thefts, removal of bikes by the Government and increasing repair and maintenance costs, thus leading to increases in operational costs, the confidence of investors in the market has not been undermined. In this connection, would the Government inform this Committee of the following:

1. Does the Government have any policies to assist the trade in developing the bike-sharing industry and creating an environment for healthy competition of the industry?
2. Has the Government formulated any policies to improve the situation so that users will park the bikes at the appropriate locations after using the bike-sharing services. If so, what are the details? If not, will the Government consider strengthening public education on bike parking in future?
3. Please provide details of the enhancement of cycle tracks and associated facilities, the locations and timetable, and the manpower and expenditure involved.

Asked by: Hon HO Kwan-yiu, Junius (Member Question No. (LegCo use): 26)

Reply:

1. Automated dockless bicycle rental service provided by private enterprises started to appear in Hong Kong in 2017, usually in the name of “bicycle-sharing”. Broadly, the business model allows customers to rent and return bicycles anywhere on a self-service basis through a smartphone application. There is no fundamental difference in the nature of this business to that of conventional bicycle rental businesses, only that dockless “bicycle-sharing” operators adopt a different mode of operation. After registering its business, an operator can start providing automated bicycle service in Hong Kong in a fair and open business environment. As with the conventional bicycle rental service, dockless “bicycle-sharing” operators are required to abide by regulations in relation to the parking or placing of bicycles under the Road Traffic (Parking) Regulations (Cap. 374C), Land (Miscellaneous Provisions) Ordinance (Cap. 28) and Summary Offences Ordinance (Cap. 228).
2. The Transport Department (TD) has met the automated bicycle rental service operators a number of times and requested them to remind their users of the above regulations, including the proper parking of bicycles. TD has uploaded the above regulations to the Department’s web-based Cycling Information Centre (http://www.td.gov.hk/mini_site/cic/en/laws/cap374c.html) as part of public education. We understand that some operators have reminded their customers of the regulations via their mobile apps and web sites, and have introduced incentive schemes to encourage their users to properly park their bicycles after use.
3. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works which involves about 100 sites has started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of about \$2.4 million. The TD targets to complete the remainder of first batch of improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are set out below -

New Town	Improvements to cycle tracks	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none">- Near Tin Shui Wai Hospital- Yan Ying House, Tin Yan Estate- Chak Sun House, Tin Chak Estate- Wetland Park Road- Tin Yip Road Community Health Centre	<ul style="list-style-type: none">- Hung Tai Road- Near Light Rail (LRT) Tin Shui Station- Tin Yan Estate near Yan Ying House- Near LRT Chestwood Station

New Town	Improvements to cycle tracks	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> - Tin Shing Road - Tin Shui Road - Tin Shui Wai Park 	
Yuen Long	<ul style="list-style-type: none"> - Long Tin Road, Ping Shan - Kam Tin Bypass - Near Pok Oi Interchange 	<ul style="list-style-type: none"> - Ping Yee Road - Near MTR Yuen Long Station - Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> - Near MTR Siu Hong Station - Tsing Tin Road across Tsun Wen Road - Junction of Hoi Wong Road / Wu Shan Road - Wu Shan Road near Wu Shan Recreation Playground - Wu Shan Road near Lung Mun Road - Ming Kum Road - Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> - Near Glorious Garden - Near LRT Lam Tei Station
Tsuen Wan		<ul style="list-style-type: none"> - Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> - Shun Tung Road - Tat Tung Road - Tung Chung Waterfront Road - Chek Lap Kok South Road 	<ul style="list-style-type: none"> - Tat Tung Road outside Tung Chung Crescent
Tseung Kwan O	<ul style="list-style-type: none"> - Tong Ming Court - Choi Ming Court - Chi Shin Street - On Ning Garden - Chung Ming Court - Po Shun Road - Po Lam Road North - Po Ning Road - Ngan O Road 	<ul style="list-style-type: none"> - Near Tseung Kwan O Hospital - Choi Ming Court
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> - Tai Po Road (Tai Wai section) - Che Kung Miu Road - Sha Tin Rural Committee Road - Sha Kok Street - Siu Lek Yuen Road - Tai Po Road (Sha Tin section) - Near Hong Kong Sports Institute 	<ul style="list-style-type: none"> - Yiu On Estate - Sun Chui Estate - Near Holford Garden - Hang Hong Street near Hang Kam Street - Lok King Street near MTR Fo Tan Station - Tai Po Road - Sha Tin

New Town	Improvements to cycle tracks	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> - Hang Fai Road Roundabout - Junction between Sai Sha Road / On Luk Street - Near Che Kung Temple Station - Junction between Ning Tai Road / Sui Tai Road - Science Park Road 	
Tai Po	<ul style="list-style-type: none"> - Nga Wan Road - Junction between Nam Wan Road / Tai Po Tai Wo Road - Subway across Nam Wan Road - Subway across Yuen Shin Road near Dai Fuk Street - Subway across Tai Po Tai Wo Road near Kai Wo Road; and - Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> - On Cheung Road - On Po Road - Near Tai Wo Neighbourhood Community Centre
Fanling / Sheung Shui	<ul style="list-style-type: none"> - Jockey Club Road - Sha Tau Kok Road (Lung Yeuk Tau section) - Pak Wo Road near Pak Fuk Tin Sum Playground - Chi Wa Lane - Near Cheerful Park - Pak Wo Road outside Tai Ping Estate - Choi Yuen Road - Po Shek Wu Road outside Kowloon Motor Bus depot - Po Shek Wu Road outside Hing Yan Tsuen - Outside Cheung Wah Estate - Outside Choi Yuen Estate - Yip Fung Street - Near MTR Sheung Shui Station 	<ul style="list-style-type: none"> - Near MTR Fanling Station - Ching Ho Estate Public Transport Interchange - Near MTR Sheung Shui Station Exit A3 opposite green minibus terminus - Near MTR Sheung Shui Station opposite North District Town Hall - Choi Yuen Road opposite Choi Yuen Estate

As for the approximately 800 remaining improvement sites, the TD has started local consultation since December 2017. As the improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required and plans to entrust the planning, design and construction of the improvement works to the Highways Department (HyD). The estimated cost and implementation timetable are yet to be determined.

The work on improvements to the cycle tracks and cycling facilities is undertaken by staff of the TD and the HyD. In the TD, the work is undertaken by one Senior Engineer, two Engineers/Assistant Engineers and one Technical Officer (Traffic)/Technical Officer Trainee (Traffic) as part of their normal duties. The annual staff cost for these posts is about \$3.16 million in 2018-19. In the HyD, the work is undertaken by two time-limited Engineers/Assistant Engineers with a total annual staff cost of about \$1.5 million in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)086

(Question Serial No. 3017)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

a. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2017-18, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2018-19.

b. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2017-18, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2018-19.

c. Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2017-18, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2018-19.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 5)

Reply:

In the 2017-18 revised estimates, the salary provisions in respect of the positions of the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to the Secretary for Transport and Housing are \$3.90 million, \$2.88 million and \$1.06 million respectively. For budgetary purpose, the salary provisions

in respect of these three positions in 2018-19 are \$4.01 million, \$3.01 million and \$1.00 million respectively.

There is no actual and estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the above positions in 2017-18 and 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)087****(Question Serial No. 3018)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out all the claims made by the contractors of the Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF) projects for the Hong Kong-Zhuhai-Macao Bridge.

Name of Contractor	Date of Claim Made	Amount Claimed

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 17)

Reply:

It is the responsibility of the contractors of the HKLR and the HKBCF projects to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, the contractors may submit claims according to the terms of the contracts, and substantiate the claims with sufficient justifications and information. The consultant engineers appointed by the Highways Department (HyD) will carefully and independently assess the claims and then submit them to the HyD for approval. The HyD will conduct detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2018, in relation to the HKBCF and the HKLR projects, the contractors have submitted claims amounting to about \$5.6 billion and \$3.3 billion respectively. According to the relevant terms of the works contracts, the Government cannot divulge the information of individual claims without the consent of the contractors. The claims are subject to the aforesaid scrutiny by the consultant engineers and the HyD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)088

(Question Serial No. 3047)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Under the Capital Works Reserve Fund, Item 6738TH "Route 10 – North Lantau to Yuen Long Highway – detailed design of the southern section" has commenced for years. Its approved project estimate is \$454.5 million. In this connection, please inform this Committee of the following:

1. The Government decided in 2003 that the works project for the southern section of Route 10 would not be taken forward as scheduled. The provision for the project was granted by the Legislative Council in 1999 and the Government is still making payments for the works. Why is the project still incurring expenditure? Please provide the details.
2. While the expenditure on the project last year was \$1.5 million, the estimated expenditure this year has surged to \$15.821 million. What are the details of the above expenditure? How will the provision be used in the coming year?
3. What is the progress of the project? What is the estimated completion date of the project and the estimated time for suspension of payment?
4. Is this project related to Item 6870TH "Feasibility study on Route 11 (between North Lantau and Yuen Long)"? If so, what are the details? If not, what is the difference?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 49)

Reply:

1. The current expenditure under 6738TH “Route 10 – North Lantau to Yuen Long Highway – detailed design of the southern section” (ex-Route 10) is for the finalisation of the account for a consultancy agreement commissioned in 2000 for the detailed design of the section between North Lantau to Tsing Lung Tau of ex-Route 10 as there are ongoing mediations for the resolution of disputes between Government and the consultant over the early termination of the consultancy agreement.
2. The estimated expenditure in financial years 2017-18 and 2018-19 under 6738TH are earmarked for the finalisation of account for the above consultancy agreement. The estimated expenditure includes an allowance for the costs of independent expert assessment and legal advice on the consultant’s claims, as well as the amount for settling the final payment (including contingencies) under the consultancy agreement.
3. The current position is that, subject to the settlement of the consultant’s claims within 2018-19, the account for the above consultancy agreement for ex-Route 10 under 6738TH will be finalised within the same financial year.
4. The items 6738TH and 6870TH are two separate items. The former relates to the detailed design of the southern section of ex-Route 10, whilst the latter is created for the feasibility study on Route 11.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)089

(Question Serial No. 2944)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

There is a view in the community that as the Government receives a handsome dividend from the MTR Corporation Limited (MTRCL) every year, it should therefore increase the provision for the Public Transport Fare Subsidy Scheme. Take 2016 as an example, the Government received a dividend of about \$4.83 billion from the MTRCL. If only around \$2.3 billion is granted to the scheme, the amount is just 48% or less than half of the total dividend received. Although the Government does not deploy resources directly from the dividends, will the Government consider increasing the provision to \$3 billion or even \$4 billion so that the public can receive more benefits? If not, what are the reasons?

The Government has granted a provision of \$775 million to the Public Transport Fare Subsidy Scheme. This amount does not tally with the approximate amount of \$2.3 billion mentioned earlier on. What are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 32)

Reply:

The Government will introduce a non-means tested Public Transport Fare Subsidy Scheme (the Scheme) to relieve the public transport fare burden of the commuters. Under the Scheme, the Government will provide fare subsidy, to an extent, for commuters if their monthly public transport expenses exceed a specified level. The specified level of monthly public transport expenses is set at \$400. The Government will provide a subsidy amounting to 25% of the actual public transport expenses in excess of this level, subject to a maximum of \$300 per month. It is estimated that the annual subsidy amount will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme.

The subsidy arrangement and level have taken into account the policy objective to relieve the fare burden of commuters who relatively spend more on public transport for daily commuting, while not causing serious impact on the travelling patterns of commuters which may in turn significantly disrupt the capacity and operation of different public transport modes. The Government will commence a review around a year after the implementation of the Scheme to examine its effectiveness and impact on the travelling pattern of commuters, the overall strategic arrangement of public transport services, as well as its financial implications.

The Government is actively taking forward the preparatory work of the Scheme. It is estimated that the subsidy amount for a full year upon implementation of the Scheme will be around \$2.3 billion. Based on the latest assessment, we expect to launch the Scheme in the first quarter of 2019; hence a sum of \$775 million is budgeted for the subsidy amount in 2018-19 (including contingency provided for early implementation subject to actual implementation progress).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)090

(Question Serial No. 1279)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic conditions of the various tunnels in Hong Kong, please inform this Committee of the following:

(a) Please set out (i) the average traffic volume, (ii) the average time required to go through the tunnel and (iii) the average volume/capacity (v/c) ratio of (1) the Tate's Cairn Tunnel (TCT), (2) the Lion Rock Tunnel (LRT), (3) the Eagle's Nest Tunnel, (4) the Tai Lam Tunnel (TLT), (5) the Eastern Harbour Crossing (EHC), (6) the Cross-Harbour Tunnel (CHT) and (7) the Western Harbour Crossing (WHC) during the morning and evening peak hours between 2015 and 2017.

(b) The Government issued the report of the study on the rationalisation of traffic distribution among six tunnels in 2017 and mentioned that it would consider providing subsidies to lower the toll levels of the WHC in order to achieve traffic diversion. What are the respective amounts of provision earmarked by the Bureau for conducting further studies in 2018-19 and for subsidising the Western Harbour Tunnel Company Limited (WHTCL)?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 20)

Reply:

(a)(i) Between 2015 and 2017, the average weekday hourly traffic volume of the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	Average peak hour traffic volume ^{Note 1} (vehicles per hour)		
		2015	2016	2017
EHC	Southbound	2800	2700	2700
	Northbound	2700	2600	2700
CHT	Southbound	2900	2800	2800
	Northbound	2700	2700	2700
WHC	Southbound	2500	2500	2600
	Northbound	2400	2500	2500
TCT	Southbound	2300	2200	2300
	Northbound	2200	2200	2200
LRT	Southbound	2700	2600	2700
	Northbound	2500	2500	2500
Eagle's Nest and Sha Tin Heights Tunnel (Route 8K)	Westbound	1800	2000	2100
	Eastbound	2000	2200	2300
TLT	Southbound	2400	2300	2400
	Northbound	1800	1800	1800

Note 1: The figures refer to the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on a weekday.

(a)(ii) In 2017, the average time required to cross the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	Average time for crossing the tunnel (Minutes) ^{Notes 2&3}
EHC	Southbound	14
	Northbound	14
CHT	Southbound	31
	Northbound	36

Name of tunnel	Direction	Average time for crossing the tunnel (Minutes) ^{Notes 2&3}
WHC	Southbound	3
	Northbound	3
TCT	Southbound	26
	Northbound	14
LRT	Southbound	17
	Northbound	13
Route 8K	Westbound	5
	Eastbound	5

Note 2: The figures provided in the table are based on the results of the traffic survey conducted from March to April 2017 by the Transport Department (TD)'s consultant for the study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. TCT, LRT and Route 8K) (toll rationalisation study). TLT was not covered in the survey. No survey of similar nature was conducted in 2015 and 2016.

Note 3: The average time for crossing the tunnel refers to the time required to travel from the end of traffic queue to the exit portal of the tunnel.

(a)(iii) Between 2015 and 2017, the average weekday v/c ratio of the various tunnels during the morning and evening peak hours are tabulated below:

Name of tunnel	Direction	v/c ratio ^{Note 4}		
		2015	2016	2017
EHC	Southbound	1.1	1.0	1.0
	Northbound	1.0	1.0	1.0
CHT	Southbound	1.1	1.1	1.1
	Northbound	1.0	1.0	1.0
WHC	Southbound	0.6	0.6	0.6
	Northbound	0.6	0.6	0.6
TCT	Southbound	0.9	0.8	0.9
	Northbound	0.8	0.8	0.8
LRT	Southbound	1.0	1.0	1.0
	Northbound	1.0	1.0	1.0

Name of tunnel	Direction	v/c ratio ^{Note 4}		
		2015	2016	2017
Route 8K	Westbound	0.4	0.4	0.4
	Eastbound	0.4	0.5	0.5
TLT	Southbound	0.5	0.5	0.5
	Northbound	0.4	0.4	0.4

Note 4: The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on a weekday.

v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at TCT, LRT, EHC and CHT exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the table above present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of TCT, LRT, EHC and CHT would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

- (b) The TD has commenced a toll rationalisation study. After consulting the Legislative Council (LegCo) Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options; in the process, the impact on tunnel traffic and the community as a whole will be further assessed. In 2018-19, the estimated expenditure for the toll rationalisation study is \$2.22 million.

As part of the above study, the Government is in discussion with WHTCL on the possibility of better utilising the capacity of WHC by providing appropriate subsidisation from the public revenue, so that the actual tolls payable by motorists using WHC can be lowered. Any subsidisation arrangement and amount need to be agreed with WHTCL.

The Government will consult the Panel on toll adjustment proposals, including possible subsidisation arrangements for WHTCL, within the 2017-18 legislative session. If there is an agreement with WHTCL and broad community support on a toll adjustment proposal regarding WHC, the Government will in due course seek funding approval in accordance with the established mechanism for the subsidisation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)091

(Question Serial No. 1137)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please set out the usage rate of single or coupled-set vehicles, the maximum train frequency, patronage and loading of each Light Rail route during peak and non-peak hours in the past two years.
- (b) Please also set out the maximum train frequency, patronage and loading of each MTR heavy rail line.
- (c) Eight-car trains have been introduced on the West Rail Line in a progressive manner since 2016. Please set out the changes in patronage during peak and non-peak hours after the increase in the number of train compartments.

Asked by: Hon LEUNG Che-cheung (Member Question No. (LegCo use): 6)

Reply:

(a) to (c)

Service standard of the Light Rail is assessed and maintained based on a carrying capacity of 200 passengers per Light Rail Vehicle (LRV), which can in theory be translated into a passenger density of about six to seven persons (standing) per square metre (ppsm)^{Note}. The carrying capacity and loading of individual Light Rail routes based on this service standard in the busiest one hour during the morning peak hours in 2016 and 2017 are as follows:

Light rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours		Passenger loading of the busiest section in the morning	
	2016	2017	2016	2017
505	2 356	2 356	74%	78%
507	2 430	2 430	83%	89%
610	2 019	2 019	85%	69%
614	980	980	69% on average	67% on average
614P	1 225	1 225		
615	942	942	80% on average	87% on average
615P	1 225	1 225		
705	4 900	4 900	87%	78%
706	4 900	4 900	91%	78%
751	2 625	2 625	96%	92%
751P	1 532	1 532	78%	83%
761P	5 444	5 444	81%	76%

Note: According to the the MTR Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of LRVs by on-site observation and surveys. As observed by the Transport Department during peak hours, in practice the maximum number of passengers that are carried by a single-set LRV, is about 200, which can be translated into a passenger density of about six to seven ppsm. This figure is the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of four ppsm for the heavy rail is not applicable to the Light Rail.

The respective numbers of single-set LRVs and coupled-set LRVs deployed to the various Light Rail routes in the morning peak hours in 2017 are as follows:

Light Rail Route No.	Number of single-sets	Number of coupled-sets
505	6	2
507	10	1
610	11	2
614	7	-
614P	5	-
615	7	-
615P	5	-
705	-	5
706	-	5
751	6	6
751P	4	-
761P	-	13
Total	61	34 (equivalent to 68 single-sets LRVs)

Note: In addition to these 129 LRVs, three additional single-set LRVs and one additional coupled-set LRV are flexibly deployed to individual routes to cater for demand in the morning peak hours. Therefore, the MTRCL has been deploying about 134 LRVs on average in the morning peak hours.

The maximum train frequency, patronage and loading of each MTR heavy rail line is tabulated as below:

Line	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { } Critical Link	
			6 ppsm	4 ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	57 800	67% { Tai Wai to Kowloon Tong }	94% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	40 300	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	16 100	32% { Che Kung Temple to Tai Wai }	44% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsueng Kwan O Tsueng Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2 3.3 6.7	47 600	70% { Yau Tong to Quarry Bay }	99% { Yau Tong to Quarry Bay }
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	8 500	51% { Ocean Park to Admiralty }	71% { Ocean Park to Admiralty }
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1 4.2	52 100	73% { Shek Kip Mei to Prince Edward }	102% { Shek Kip Mei to Prince Edward }
Tsuen Wan Line	2.0	60 600	81% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }

Line	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { } Critical Link	
			6 ppsm	4 ppsm
Disneyland Resort Line	4.5	2 500	26% { Sunny Bay to Disneyland }	37% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	4.0 6.0	28 200	75% { Olympic to Kowloon }	106% { Olympic to Kowloon }
Airport Express	10	2 200	46% (Note)	

Note: The design of Airport Express is based on seat provision and the passenger density level in terms of the number of standees does not apply.

To tie in with the East West Corridor project of the Shatin to Central Link, starting from 2016, the number of train compartments of the West Rail Line (WRL) train has been progressively increased from seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (6 ppsm). A total of 26 sets trains have been converted to 8-car as at January 2018. Most of the trains deployed for service during morning peak hours are 8-car trains. It is expected that the overall carrying capacity can be enhanced by about 14% when all WRL trains are converted to 8-car trains. The change in patronage from 2015-2017 is tabulated as below -

		WRL		
		2015	2016	2017
1	Existing carrying capacity (6 ppsm)	49 200	52 200	56 200
2	Current patronage	36 400	36 800	40 300
3	Current loading (1) (6 ppsm) { } Critical Link	74% { Kam Sheung Road to Tsuen Wan West }	70% { Kam Sheung Road to Tsuen Wan West }	72% { Kam Sheung Road to Tsuen Wan West }
4	Current loading (2) (4 ppsm) (For the critical links mentioned in item (3))	104% { Kam Sheung Road to Tsuen Wan West }	99% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }

According to the information provided by the MTRCL, in normal circumstances, the highest passenger loading of a railway line (both heavy rail and the Light Rail) occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours or non-peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours or non-peak hours than that in the morning peak hours. In this regard, the MTRCL advises that when assessing the service demand for individual Light Rail routes, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)092

(Question Serial No. 1161)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the land transport in the Northwest New Territories, would the Government inform this Committee of the following:

- (a) What is the progress of the detailed planning work for the Northern Link (and Kwu Tung Station) and the Tuen Mun South Extension? Has the target progress been met?
- (b) There have been repeated postponements of the completion date of the Tuen Mun-Chek Lap Kok Link (TM-CLKL). What is the latest anticipated completion date?
- (c) What is the progress of the detailed planning work for the Tuen Mun Western Bypass (TMWB) and the widening of Castle Peak Road – Castle Peak Bay? Given that someone has filed an application for judicial review in relation to the widening of Castle Peak Road – Castle Peak Bay, please provide the details of the Government's review on the implementation timetable and the expenditure involved.
- (d) What is the progress of the proposed construction of a footbridge extending southward from West Rail Long Ping Station to Kau Yuk Road, which is a relatively large-scale improvement measure under the pedestrian environment improvement scheme in Yuen Long Town? What is the expenditure involved?

Asked by: Hon LEUNG Che-cheung (Member Question No. (LegCo use): 10)

Reply:

- (a) Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the Transport and Housing Bureau (THB) invited the

MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station). The MTRCL submitted proposals for these two projects in end December 2016 and end March 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that its proposals will be practically feasible and can bring maximum benefits to the community.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

- (b) For the construction of the TM-CLKL, based on the current progress, it is anticipated that the Southern Connection of the TM-CLKL can be completed in the first half of 2019 at the earliest; whilst the Northern Connection of the TM-CLKL can be completed in 2020 at the earliest.
- (c) Regarding the TMWB, its investigation and preliminary design commenced as early as 2008. After obtaining local support for the proposed alignment of the TMWB¹ in 2010, the HyD proceeded with the preliminary design and related assessments. However, some members of the local community then expressed concerns that the northern viaduct section of the TMWB and the portal of its southern tunnel section at Tsing Tin Interchange could affect nearby residents, and raised strong objections to the project. The HyD could not proceed with the original alignment and had to review alternative alignments of the TMWB to address the concerns of the local community.

The latest proposed alignment option is a dual two-lane tunnel of approximately 9 km long linking up the TM-CLKL and Kong Sham Western Highway with an intermediate connection at Tsing Tin Road in Tuen Mun North. As the latest proposed alignment involves quite a substantial revision, the HyD has to engage a professional engineering consultant to conduct an investigation study thereon. In July and September 2016, the HyD consulted the Tuen Mun District Council, the Traffic and Transport Committee of Yuen Long District Council and Ha Tsuen Rural Committee of Yuen Long on the latest proposed alignment option. As they raised no objection to the proposed investigation study, the HyD commenced the investigation study in October 2017. The study will take two years and will include assessments on the impact on the environment, traffic, etc., together with a review on the construction cost, implementation arrangements and schedule.

To tie in with the local development of the Tuen Mun District, the widening of Castle Peak Road – Castle Peak Bay project was originally scheduled to commence in 2016 for completion in 2019-20. However, a resident in Tuen Mun filed a judicial review in relation to the project in September 2015 and the judicial proceedings are still

¹ This original alignment was composed of tunnels and viaducts. The southern tunnel would connect to TM-CLKL with a portal in the north at Tsing Tin Interchange, connecting to a proposed dual two-lane viaduct alongside Tuen Mun Road. The viaduct would then span over Lam Tei Interchange and run further north along Castle Peak Road connecting to Kong Sham Western Highway near Yick Yuen.

underway. Subject to the outcome of the judicial review, the Government will review the implementation timetable and the cost for the works.

- (d) For the proposed Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station, we aim to seek funding approval for the construction of the project in this legislative year. Subject to funding approval of the Finance Committee in this legislative year, we plan to commence the construction works in the second half of 2018 for completion in about 2023 with an estimated expenditure of about \$1.7085 billion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)093

(Question Serial No. 1245)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau has mentioned that it will continue to implement the enhancement measures recommended under the Public Transport Strategy Study (PTSS) to ensure that various public transport modes would continue to complement each other amidst the continued expansion of the railway network. In this connection, would the Government inform this Committee:

- (a) of the progress of the work relating to Light Rail service under the PTSS, including route rationalisation, re-routing, increase in carrying capacity and reduction in overlapping of routes with other road users; and of the time when the subsequent consultation will be conducted; and
- (b) whether the Government will implement or put forth any new proposals on Light Rail service, or conduct any technical studies in 2018-19; if so, of the details, expenditure and manpower involved?

Asked by: Hon LEUNG Che-cheung (Member Question No. (LegCo use): 11)

Reply:

The PTSS, published in June 2017 recommended the Government to adopt six short, medium and long term measures to enhance the carrying capacity of the Light Rail, with a view to meeting the transport demand of Northwest New Territories (NWNT).

Regarding the short term measures, the MTR Corporation Limited (MTRCL) has purchased 40 Light Rail Vehicles (LRVs), of which ten will be deployed to expand the fleet to enhance

the carrying capacity of Light Rail. These 40 LRVs will be providing services by batches between 2019-2023. As regard the measure to adjust traffic lights at three busy road junctions, the Government has completed the adjustment work for one of the junctions to maximise the priority enjoyed by Light Rail to pass through the road junction. The adjustment work for the other two junctions will be completed in 2018. In respect of the rationalisation of some Light Rail routes, the Government and MTRCL consulted the Yuen Long and Tuen Mun District Council in July 2017 to collect views from members on the Light Rail rationalisation proposals. Having regard to the views received, we are reviewing the proposals and will consult District Councils again after the review.

Moreover, the Highways Department (HyD) will undertake a feasibility study on design improvements for busy junctions to alleviate the need for Light Rail to share road with other road users. To this end, the HyD is gearing up to commence the feasibility study in 2018.

As a long term measure, we will conduct the “Strategic Studies on Railways and Major Roads beyond 2030” (RMR2030+ Studies) as soon as funding is secured. Among other things, the RMR2030+ Studies will focus on the loading of the heavy rails in the NWNT beyond 2030 according to the planning data up to 2041. Based on the forecast demand, we will carry out studies on whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)094****(Question Serial No. 3141)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The actual number of aircraft movements at the Hong Kong International Airport (HKIA) in 2017 was 9 343 more than that in 2016. Please provide details of the increased aircraft movements as follows:

Destination	Number of flights	Volume of cargoes transported	Number of passengers

Asked by: Hon LEUNG Kenneth (Member Question No. (LegCo use): 2.15)

Reply:

The HKIA recorded continuous traffic growth in 2017, with all three air traffic categories reaching new annual heights. During the year, the HKIA handled around 72.9 million passengers and over 420 000 flight movements, representing yearly rises of 3.3% and 2.2% respectively. Cargo throughput also increased by 9.2% year on year (yoy) to 4.94 million tonnes.

The aggregate change on aircraft movements is the net result of increases and decreases in aircraft movements for different ports. As figures concerning individual ports are commercially sensitive, disclosure of such details are not appropriate. The percentage growth in air traffic movement, cargo and passenger throughput categorised by market are tabulated below for reference:

Destinations by Market	Air Traffic Movement (% yoy growth)	Cargo Throughput (% yoy growth)	Passenger Throughput (% yoy growth)
South East Asia, Mainland China, Taiwan and Japan	+0.1%	+7.7%	+2.6%
United States and Canada	+7.1%	+9.1%	+6.4%
Europe	+8.8%	+14.3%	+7.5%
Australasia	+7.5%	+7.5%	+6.7%
Others	+6.4%	+9.3%	+2.3%
Total	+2.2%	+9.2%	+3.3%

- End -

CONTROLLING OFFICER'S REPLY

THB(T)095

(Question Serial No. 1542)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The relevant government bureaux and departments (including the Transport and Housing Bureau, the Security Bureau, the Constitutional and Mainland Affairs Bureau and the Department of Justice (DoJ)) have been conducting studies on the implementation of the co-location arrangement. In last year's reply, the DoJ mentioned that the expenditure on legal advice could not be separately identified. The co-location arrangement will be implemented in the second half of this year. In this connection, would the Government inform this Committee:

1. of the total expenditure incurred by the Government for the co-location arrangement;
2. of the amount of resources allocated by the Government for conducting studies on its co-operation with the Guangdong Provincial Government in respect of the co-location arrangement; and of the amount of resources to be allocated to facilitate the implementation of the co-location arrangement at the initial stage; and
3. whether the Government will devote resources to provide training so as to reduce legal disputes between border officials of the two sides; if so, of the details?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 7)

Reply:

The Government has been deploying existing manpower and resources to handle work related to the studies on the implementation of co-location of customs, immigration and quarantine facilities at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong

Express Rail Link as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.

The Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for Implementing Co-location Arrangement (Co-operation Arrangement) has clearly set out the demarcation of jurisdiction between the Hong Kong Special Administrative Region and the Mainland in the Mainland Port Area (MPA). The authorities of both sides will only perform clearance for passengers at their own clearance areas according to their respective laws. In addition, the Co-operation Arrangement has explicitly stipulated that personnel of Mainland authorities shall not enter any area outside the MPA to enforce the law, and have no law enforcement powers outside the MPA. In any case, relevant departments will provide suitable guidelines and training for their staff and will keep close contact with their Mainland counterparts to ensure the smooth and efficient operation of the Port.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)096

(Question Serial No. 1548)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Hong Kong-Zhuhai-Macao Bridge (HZMB) which will be commissioned soon, the governments of both Hong Kong and Macao will allow qualified Hong Kong and Macao private cars to cross the boundary using the HZMB. The Transport Department of Hong Kong will issue 300 quotas for this purpose but members of the public generally consider the quota inadequate. In this connection, would the Government inform this Committee:

1. of the resources allocated by the Government to tie in with the commissioning of the HZMB;
2. whether resources have been reserved by the Government to explore ways to combat speculation of vehicle licences; and
3. whether the Government has allocated resources to study ways to relieve the serious traffic jam on the HZMB in case the Tuen Mun-Chek Lap Kok Link (TM-CLKL), which will connect to the Hong Kong Boundary Crossing Facilities of the HZMB, cannot be commissioned concurrently; and whether the Government has considered the relevant supporting facilities?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 13)

Reply:

1. The work involved in connection with the commissioning of the HZMB will be absorbed by the existing staffing resources of the Transport and Housing Bureau.

2. The Governments of Hong Kong and Macao will provide two cross-boundary traffic arrangement options to meet Hong Kong travellers' transport needs to use private cars to commute between the two places using HZMB. On the one hand, there is the HZMB Macao Port Park-and-Ride Scheme which allows owners of Hong Kong private cars to drive to the inbound carpark at Macao Port for a short stay. There is no quota required under this Scheme. According to the Macao Government, around 3 000 parking spaces will be available in the car park at the Macao Port. During the validity period of the relevant vehicle licences and permits, Hong Kong private cars may reserve parking spaces multiple times.

On the other hand, to cater for persons who need to travel between Hong Kong and Macao regularly, eligible applicants may drive their (dual-plate) Hong Kong registered private cars to Macao during a three-year validity period under a regular quota system. The quota level is determined having regard to the anticipated demand, the provision of alternative transportation (including the aforementioned Park-and Ride Scheme), and the handling capacity of the Ports and connecting roads. The two governments will review the number of regular quota from time to time. It should be noted that quota of Hong Kong (dual-plate) cross-boundary private cars is not transferable and may cease to be valid if the quota holder is changed; and the private car to be used must also be owned by the quota holder. The Transport Department will verify the information provided by the applicants to ensure that all of the requirements are met. The resources required for the regulation of the quota system is absorbed by the existing provisions. There is no separate breakdown of expenditure involved.

3. During the planning stage of the TM-CLKL, it was already anticipated that its Northern Connection would only be completed two years after the commissioning of the HZMB. Based on the traffic forecast at that time, in the scenario without the TM-CLKL, the projected volume/capacity (v/c) ratios¹ of the Lantau Link (both eastbound and westbound) during the morning peak hours in 2021 showed that the traffic conditions would be acceptable. Details are as follows:

Year	Morning Peak hour	v/c ratio
2021	Eastbound	0.75
	Westbound	0.90

On the above basis, the Lantau Link should not be over capacity during the period after the commissioning of the HZMB and before the completion of the entire TM-CLKL. In any case, the Government will monitor the traffic condition upon the commissioning of the HZMB and take appropriate and practicable measures to ensure smooth traffic.

¹ v/c ratio is an indication of the traffic conditions of roads during peak hours. A v/c ratio equal to or less than 1.0 is considered acceptable. A v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio above 1.2 indicates more serious congestion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)097

(Question Serial No. 2536)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention in 2018-19 of the 2018-19 Controlling Officer's Report include continuing to oversee the technical feasibility studies, planning and design for the higher-ranking proposals on the provision of hillside escalator links and elevator systems (HEL); and overseeing the study to review and improve the assessment mechanism established by the Government in 2009 for proposals for HEL, and on this basis carry out initial screening, traffic assessments and preliminary technical feasibility assessments for the HEL proposals received in the past years in order to formulate a timetable for implementing HEL proposals in future.

Please advise this Committee whether the Government would consider the proposal of providing an elevator to link Chak On Estate and Lei Cheng Uk Swimming Pool in Sham Shui Po District, so as to end the suffering of residents who have been going up and down the hill for years. If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 62)

Reply:

The Transport Department (TD) commenced a consultancy study in December 2017 to review the assessment mechanism for proposals for HEL, including the criteria for screening, shortlisting and prioritisation. On the basis of the revised mechanism, the Department will screen, shortlist and prioritise the proposals received in the past years, including the one connecting Chak On Estate and Lei Cheng Uk Swimming Pool. Subject to local consultation scheduled to begin in the third quarter of 2018 on the proposed revised assessment mechanism, the TD will, via the consultancy study, assess all proposals for HEL on the basis of the revised mechanism.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)098

(Question Serial No. 0326)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Railway Development Strategy 2014 (RDS-2014) has identified seven new railway projects, but the Government has only mentioned that it will continue to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line. In this connection, please advise of the following:

- (1) What are the progress of the specific planning and the progress of advance work for the seven new railway projects since the announcement of the aforesaid document? Has the Government taken any measures to ensure that the projects can be implemented in a timely and orderly manner? If so, what are the details? If not, what are the reasons?
- (2) The aforesaid document has formulated a railway development plan up to 2031. Has the Government conducted any feasibility studies on the local railway network planning beyond 2031 so as to tie in with the continued development of Hong Kong? If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 25)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted proposals for the

Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line to the Government in end December 2016, end March 2017 and end July 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that its proposals will be practically feasible and bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung Chung West Extension (and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

As regards the other two railway projects (namely Hung Shui Kiu Station and the South Island Line (West)), we intend to issue invitations to the MTRCL within this year to submit proposals for the projects.

The taking forward of individual railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each scheme, as well as the updated assessment of passenger transport demand and availability of resources at the time.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

- (2) We are planning to take forward the “Strategic Studies on Railways and Major Roads beyond 2030” (RMR2030+ Studies) on the basis of the conceptual spatial requirements to be firmed up under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. The RMR2030+ Studies will examine the performance of the transport infrastructure (including railways and major roads) in Hong Kong between 2031 and 2041, based on the latest planning information available (up to 2041).

The RMR2030+ Studies will focus on the transport infrastructure for supporting the two Strategic Growth Areas (i.e. East Lantau Metropolis and New Territories North) recommended for long term implementation in the Hong Kong 2030+ Study. The RMR2030+ Studies will look into the layout of the proposed railway and major road infrastructure to ensure that the planning of large scale transport infrastructure can meet the needs of long term overall land use developments. The RMR2030+ Studies will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate relevant transport strategies accordingly.

Furthermore, the RMR2030+ Studies will focus on the loading of the heavy rails in the Northwest New Territories (NWNT) beyond 2030 according to the planning data up to

2041. Based on the forecast demand, we will carry out studies on whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas.

We will commence the RMR2030+ Studies as soon as funding is secured.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)099

(Question Serial No. 0327)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport
(3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has only mentioned that it will, in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR) as necessary, continue to put in place cross-boundary transport and other arrangements to enable or facilitate the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). In this connection, please advise whether the Hong Kong SAR Government has considered the development needs in respect of the Guangdong-Hong Kong-Macao Bay Area (the Bay Area) development in order to foster regional development and co-operation. This includes in the light of the successive completion of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the HZMB and the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA) in Hong Kong in due course, whether the Government will optimise the cross-boundary sea, land and air transport system, and form a strategic transport network with the eastern and western parts of the Pearl River Delta (PRD) as well as the peripheral areas, so as to meet the growing demand for cross-boundary transport services for passengers and cargoes and reinforce Hong Kong's status as a regional transportation and logistics hub. If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 26)

Reply:

The Hong Kong SAR Government has been taking forward various measures to reinforce and enhance the role of Hong Kong as a regional transportation and logistics hub.

Land Transport

After the commissioning of the XRL in the third quarter of 2018, the commuting time between Hong Kong and cities in the Bay Area will be greatly shortened. Enhancing connectivity among the places will foster the flow of people, goods, capital and information.

The Hong Kong SAR Government has proactively collaborated with the Guangdong and Macao Governments to formulate cross-boundary transport arrangements for the HZMB that meet the needs of the three places, with a view to enhancing the usage of the HZMB and fostering the development, exchange and co-operation of cities in the Bay Area. The three governments have agreed to arrange various types of cross-boundary transport, and simplify the licensing requirements of cross-boundary vehicles to encourage the freight trade and people of the three places to use the HZMB. For example, existing cross-boundary goods vehicles are allowed to use the HZMB without completing further application procedures. Existing dual-plate cross-boundary private cars using other boundary control points could also use the HZMB in the initial two years upon the commissioning of the HZMB without the need to make further application.

Maritime and Logistics

On the maritime front, Hong Kong is a major hub port in Southern China. In 2017, Hong Kong Port (HKP) handled 20.8 million TEUs (twenty-foot equivalent units) container throughput, and among which over two-thirds were related to the PRD. HKP and other ports in the Bay Area have different functions and positioning: while HKP is a major regional transshipment hub, other ports in the Bay Area mainly engage in direct shipment. While we will continue to reinforce our role as the region's transshipment hub, we will also leverage on our wide range of good quality professional services. We will actively develop and promote our high value-added maritime services to the maritime enterprises in the Bay Area to assist them to "go global", as well as attract overseas enterprises to use Hong Kong's services to access the Mainland market.

We will consolidate Hong Kong's status as an international maritime centre and logistics hub, and maintain close connection with the other cities in the Bay Area to facilitate economic development of the region under the principles of complementarity and mutual benefits.

Airport

We are committed to consolidating Hong Kong's position as a leading international and regional aviation hub. Upon the full commissioning of the 3RS, the HKIA will have the capacity to handle air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and 9 million tonnes respectively. This will enhance the strategic co-operation and co-ordination with other major airports in the region and facilitate the aviation development of the Bay Area.

Cross-boundary Helicopter Service

The Government is studying the feasibility of developing cross-boundary helicopter service between Hong Kong and the PRD cities to further enhance cross-boundary transportation services with a view to developing more diversified commercial and other economic activities in the region.

Inter-modal Code Sharing Arrangement

In February 2018, we reached an agreement with the Civil Aviation Authority of China to provide inter-modal arrangement under the Air Services Arrangement between the Mainland and the Hong Kong SAR. Under the arrangement, sea and land transport operators may share the codes of flights operated by designated airlines of both sides as an extension of flights, enabling both services (air-to-sea and air-to-land) to be available in the Global Distribution System. Inter-modal code-sharing services, which will facilitate different passenger groups' access to and from the Bay Area, will further optimise the cross-boundary transportation service of the Bay Area. In February 2018, a local airline group partnering with a Macau water-jet company launched the first air-to-sea code sharing services between the HKIA and Taipa Ferry Terminal.

Cross-boundary Transportation to HKIA

Supported by an integrated multi-modal transport network, the HKIA is a major gateway to the Mainland. Cross-boundary coaches, limousines and ferry services connect passengers between the PRD and international destinations via the HKIA. Last year, an average of about 550 trips by coaches was made every day to link the HKIA with more than 110 PRD cities and towns. The SkyPier at the HKIA provides speedy ferry services for air-to-sea/sea-to-air transit passengers travelling to and from the HKIA and nine PRD cities. In 2017, the number of SkyPier transit passengers reached 2.5 million.

Modelling on the concept and existing mode of operation at the SkyPier, the Airport Authority Hong Kong has proposed to introduce an airport bonded bus service for bridge-to-air/air-to-bridge transit passengers from the respective Border Crossing Facilities of Zhuhai and Macao to reach the HKIA direct for outbound flights without the need to go through Hong Kong's immigration clearance. Overseas passengers travelling to Zhuhai and Macao via the HKIA may also benefit from the service.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)100

(Question Serial No. 0430)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to work with the Airport Authority Hong Kong (AA) on initiatives to enhance airport capacity, airport services, and the airport's connectivity and competitiveness. In this connection, would the Government inform this Committee of:

- (a) the number of complaints per million passengers received by the airport in the past five years (in table form) and the major issues mentioned in the complaints;
- (b) the percentages of the first and last pieces of baggage of arriving aircraft being delivered to the Baggage Reclaim Hall within 20 minutes and 40 minutes respectively in the past five years (in table form); and
- (c) the initiatives planned to be implemented by the Government in collaboration with the AA in 2018-19 to enhance airport capacity, airport services, and the airport's connectivity and competitiveness; and the estimated expenditure on those initiatives?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 11)

Reply:

- (a) The AA is responsible for managing the Hong Kong International Airport (HKIA); it places great emphasis on understanding the needs and expectations of passengers. The number of complaints received in the past five years are tabulated below:

	Financial year				
	2016-17	2015-16	2014-15	2013-14	2012-13
Number of complaints (per million passengers)	32.5	33.3	29.9	31.9	32.2

Among the complaints received, the key concerns were related to airline staff performance, flight delay/cancellation and late arrival baggage.

(b) The HKIA is one of the busiest airports in the world. It handles over 1 100 flight movements and 200 000 passengers every day. The AA strives to maintain the service quality of HKIA in different areas, and attaches great importance to baggage handling service. Over the years, the AA has been putting in resources to enhance the operational efficiency of the baggage handling system.

The AA has set up performance indicators on baggage handling service. The first and last piece of hold baggage from an arrival flight must be delivered to the Baggage Reclaim Hall respectively within 20 and 40 minutes after the aircraft is securely parked. However, there are various factors such as weather conditions which may affect baggage delivery performance.

The performance of baggage delivery service at the HKIA in the past five years are set out in table below:

	Financial year				
	2016-17	2015-16	2014-15	2013-14	2012-13
The first piece of baggage delivered to the Baggage Reclaim Hall within 20 minutes (%)	96.8	93.5	92.8	91.5	95.8
The last piece of baggage delivered to the Baggage Reclaim Hall within 40 minutes (%)	96.6	93.7	94.5	92.0	94.8

(c) The Government will continue its effort in progressively liberalising the air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international aviation hub and the primary gateway to the Mainland. We will seek to further liberalise the existing air services agreements with our 67 aviation partners and to negotiate new air services agreements or air services arrangements with our aviation partners as opportunities arise, so as to enhance the connectivity of the HKIA and bring new impetus to the aviation sector.

There was robust growth in air traffic movements at the HKIA in the past few years. The existing two-runway system (2RS) has reached its full capacity during peak hours in 2017. We will continue to work with the AA to explore and take forward various initiatives with a view to enhancing airport capacity before the commencement of the Three-Runway System (3RS). These initiatives include taking forward the remaining phase of the Midfield Apron Development which will provide additional parking stands, associated cross-field taxiways

and taxilanes; and expanding Terminal 1's core processing facilities to provide additional passenger handling capacity, etc. Notwithstanding the above expansion projects which could temporarily enhance the operations of the HKIA, the bottleneck of the HKIA remains its runway capacity. Together with the AA and the Civil Aviation Department (CAD), we are actively pursuing different initiatives with a view to marginally increasing the 2RS capacity by slightly shortening runway closure period for maintenance purpose; encouraging airlines to deploy quieter aircraft and to fully utilise some previously underutilised periods in a day (including the overnight period). Meanwhile, the CAD will gradually enhance its manpower in undertaking the air traffic control function and, together with the AA, consider implementing the latest civil aviation and air traffic management technologies.

The above work is undertaken by the staff of the Transport Branch of the Transport and Housing Bureau (THB) as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Amidst increasing competition from the neighbouring airports, the AA is pressing ahead with implementation of the 3RS project to cater for the long term air traffic demand and maintain Hong Kong's competitiveness. The 3RS project is estimated to cost around \$141.5 billion in money-of-the-day prices, which is borne by the AA. The AA estimates that upon full commissioning of the 3RS, the HKIA will have the capacity to handle air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and nine million tonnes respectively. We will continue to assist and monitor the implementation of the 3RS by the AA. In this connection, the Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB. It has an establishment of 14 posts, comprising three directorate officers and 11 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,577,810 in 2018-19. (The three directorate posts, which were time-limited, lapsed on 1 April 2018. The re-creation of the posts are subject to the scrutiny of the Establishment Subcommittee and the Finance Committee of the Legislative Council.)

Furthermore, to assist passengers' travelling planning, the inter-modal services arrangement provided under relevant air services arrangements would allow passengers travelling by air to take another means of transport using the same air ticket. Also, the latest application of technology at the HKIA, such as the use of mobile check-in kiosks, self-bag drop, and smart luggage tag; as well as the potential use of facial biometrics technology at check-in gates and boarding pass checkpoints, would help further enhancing HKIA's competitiveness. In addition, to support the future sustainable development of the aviation industry, the Government attaches great importance to manpower development training. It will continue to implement various schemes under Maritime and Aviation Training Fund to nurture aviation talents. The Hong Kong International Aviation Academy (the Academy) established by the AA also continues to provide different levels of training to meet the manpower needs of the industry. In 2017, the Academy provided around 170 courses attended by around 5 500 students. All day-to-day expenses of the Academy will be borne by the AA. No resources of the THB were involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)101

(Question Serial No. 0437)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the works for the Tuen Mun Western Bypass (TMWB), would the Government inform this Committee of the following:

- a. With respect to the planning and design for the TMWB, what is the original estimate for and the actual expenditure on the consultancy agreement?
- b. The construction of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) has commenced. However, the alignment of the TMWB, which helps divert the traffic from the TM-CLKL, is still under review. The community is thus worried that the aforesaid two roads cannot be commissioned concurrently and may affect the traffic volume in the area. Does the Government have any specific roadmap and timetable for the implementation of the works for the TMWB? If yes, what are the details and the timetable? If not, what are the reasons and the difficulties involved?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 24)

Reply:

The investigation and preliminary design of the TMWB commenced as early as 2008. After obtaining local support for the proposed alignment of the TMWB¹ in 2010, the Highways Department (HyD) proceeded with the preliminary design and related assessments. However, some members of the local community then expressed concerns

¹ This original alignment was composed of tunnels and viaducts. The southern tunnel would connect to TM-CLKL with a portal in the north at Tsing Tin Interchange, connecting to a proposed dual two-lane viaduct alongside Tuen Mun Road. The viaduct would then span over Lam Tei Interchange and run further north along Castle Peak Road connecting to Kong Sham Western Highway near Yick Yuen.

that the northern viaduct section of the TMWB and the portal of its southern tunnel section at Tsing Tin Interchange could affect nearby residents, and raised strong objections to the project. The HyD could not proceed with the original alignment and had to review alternative alignments of the TMWB to address the concerns of the local community.

The latest proposed alignment option is a dual two-lane tunnel of approximately 9 km long linking up the TM-CLKL and Kong Sham Western Highway with an intermediate connection at Tsing Tin Road in Tuen Mun North. As the latest proposed alignment involves quite a substantial revision, the HyD has to engage a professional engineering consultant to conduct an investigation study thereon. In July and September 2016, the HyD consulted the Tuen Mun District Council, the Traffic and Transport Committee of Yuen Long District Council and Ha Tsuen Rural Committee of Yuen Long on the latest proposed alignment option. As they raised no objection to the proposed investigation study, the HyD commenced the investigation study in October 2017. The study will take two years and will include assessments on the impact on the environment, traffic, etc., together with a review on the construction cost, implementation arrangements and schedule.

The budget for the investigation study is about \$16.5 million (in money-of-the-day prices); the actual expenditure can only be ascertained upon the completion of the investigation study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)102

(Question Serial No. 1046)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing matters relating to the Hong Kong-Zhuhai-Macao Bridge (HZMB), would the Government inform this Committee of the following:

- a. The Hong Kong Government has to share the amount of cost overrun for the Main Bridge of the HZMB. Has the Government investigated the causes of the cost overrun? If so, please give an account of the details and the monitoring and investigation mechanism.
- b. Since the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the HZMB cannot be commissioned concurrently, the community is worried that traffic diversion cannot be achieved and the Lantau Link will then be jam-packed with vehicles, thereby affecting the transport network of the North Lantau area. What measures does the Government have to ease such worry?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 25)

Reply:

(a) According to the agreement of the three governments, the HZMB Authority jointly established by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. The three governments hold regular meetings with the HZMB Authority to discuss issues relating to the entire HZMB project, including the project expenditure and works progress of the HZMB Main Bridge.

Since the commencement of the HZMB Main Bridge project, there has been escalation in the construction costs arising from the complicated conditions for construction in the open sea, the difficulty in construction, the increase in labour and material costs as well as the

refinement of the design and construction schemes. As a result, the contractors of the HZMB Main Bridge submitted applications to the HZMB Authority for adjustment to the project estimate. The HZMB Authority also pointed out the recent phenomenon that approved project estimates of mega-scale transport infrastructure projects in the Mainland were on occasions exceeded.

The HZMB Authority has reviewed the applications submitted by the contractors and prepared a report on the adjustment of the project estimate. Subsequent to the endorsement by the relevant Mainland Authorities, the relevant Mainland Authorities have submitted the report on the adjustment of the project estimate to the State Council. According to the approval of the Ministry of Transport, the latest approved project estimate of the HZMB Main Bridge is about RMB48.068 billion, i.e. the cost overrun of the Main Bridge is about RMB9.95 billion. In accordance with this latest project estimate approved by the Ministry of Transport, the three sides would have to contribute a capital cost of about RMB4.6 billion, with the balance of RMB5.35 billion to be financed by bank loan. As for the contribution from Hong Kong, it is expected to be about RMB2.0 billion. We will seek Legislative Council's approval for the required additional funding in due course.

(b) During the planning stage of the TM-CLKL, it was already anticipated that its Northern Connection would only be completed two years after the commissioning of the HZMB. Based on the traffic forecast at that time, in the scenario without the TM-CLKL, the projected volume/capacity (v/c) ratios¹ of the Lantau Link (both eastbound and westbound) during the morning peak hours in 2021 showed that the traffic conditions would be acceptable. Details are as follows:

Year	Morning Peak Hour	v/c ratio
2021	Eastbound	0.75
	Westbound	0.90

On the above basis, the Lantau Link should not be over capacity during the period after the commissioning of the HZMB and before the completion of the entire TM-CLKL. In any case, the Government will monitor the traffic condition upon the commissioning of the HZMB and take appropriate and practicable measures to ensure smooth traffic.

¹ v/c ratio is an indication of the traffic conditions of roads during peak hours. A v/c ratio equals to or less than 1.0 is considered acceptable. A v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio above 1.2 indicates more serious congestion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)103

(Question Serial No. 2742)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to draw up and implement manpower development, training and promotion initiatives under the Maritime and Aviation Training Fund (MATF). In this connection, would the Government inform this Committee:

- (a) of the annual number of students and in-service practitioners undertaking relevant technical training and pursuing professional degree programmes under the MATF as at the end of 2017-18 (please provide the figures by year);
- (b) given that the provision under the Programme for this year is \$17.6 million higher than the revised estimate for last year and one of the main reasons is the increased cash flow for the MATF, of the specific reasons and current situation; and
- (c) whether the Government will collaborate with the Hong Kong Maritime and Port Board to adopt measures to assist in job matching so as to help shipping companies employ talents who have received local training; if so, of the details; if not, of the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 8)

Reply:

- (a) The numbers of student and in-service practitioner beneficiaries of individual schemes/programmes under the MATF from 2014-15 to 2017-18 are set out at **Annex**.

- (b) Provision for 2018-19 for Programme (3) of Head 158 is \$17.6 million higher than the revised estimate for 2017-18 mainly because of a number of reasons, one of which being the estimated increase in cashflow requirement of \$1.57 million for MATF. The increased cashflow requirement is mainly due to the additional expenditure arising from the projected increase in the number of participants/recipients under the Maritime and Aviation Internship Scheme, the Hong Kong Aviation Scholarship Scheme and Partial Tuition Refund Scheme for Specialised Aircraft Maintenance Programme, as well as the Professional Training and Examination Refund Scheme. Other reasons for the increase in provision for Programme (3) are attributable to increases in provisions for other activities which are not related to MATF.
- (c) The Government attaches importance to the manpower development of the maritime sector. Although we do not directly engage in job-matching exercises and the provision of cadetship training opportunities for sea-going students, we have been closely liaising with relevant institutions and associations to monitor the situation and will assist in encouraging the shipping companies to offer such opportunities if needed. Besides, the Government has been implementing various schemes under MATF to help attract new blood to join the seafaring sector and gain ocean-going experience, including the Sea-going Training Incentive Scheme which provides each cadet recipient a monthly subsidy of \$6,000 so that they would have an incentive to join the sector and work on board; the Hong Kong Nautical and Maritime Scholarship Scheme for the International Shipping and Transport Logistics Programme of the Hong Kong Polytechnic University which encourages more university students to enroll in nautical subjects to pursue a seafaring career; and the Maritime and Aviation Internship Scheme which subsidises the maritime and aviation companies to offer internship places for tertiary students to arouse their interests in joining the industries.

- End -

**Number of Beneficiaries of Individual Programme
under the Maritime and Aviation Training Fund
(position as at end February 2018)**

Schemes under MATF	Number of Beneficiaries				
	2014-15	2015-16	2016-17	2017-18 (as at 28.2.2018)	Total
1. Professional Training and Examination Refund Scheme ^{Note 1}	159	323	1 035	1 247	2 764
2. Maritime and Aviation Internship Scheme ^{Note 2}	248	316	350	411	1 325
3. Local Vessel Trade Training Incentive Scheme ^{Note 1}	9	28	34	38	109
4. Sea-going Training Incentive Scheme ^{Note 1}	59	44	56	48	207
5. Ship Repair Training Incentive Scheme ^{Note 1}	12	2	5	6	25
6. Hong Kong Maritime and Logistics Scholarship Scheme ^{Note 2}	10	11	11	11	43
7. The University of Hong Kong - Dalian Maritime University Academic Collaboration Scheme ^{Notes 1 & 2}	93	51	60	13	217
8. Hong Kong Maritime Law Scholarship Scheme ^{Note 2}	7	4	4	3	18
9. Overseas Exchange Sponsorship Scheme ^{Note 2}	N.A.	17	10	15	42

Schemes under MATF	Number of Beneficiaries				
	2014-15	2015-16	2016-17	2017-18 (as at 28.2.2018)	Total
10. The University of Hong Kong - Shanghai Maritime University Academic Collaboration Scheme ^{Note 2}	N.A.	N.A.	N.A.	3	3
11. Hong Kong Nautical and Maritime Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017/18				0
12. Maritime Law Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017/18				0
13. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme ^{Note 1}	33	60	51	43	187
14. Hong Kong Aviation Scholarship Scheme ^{Note 2}	N.A.	3	8	13	24
Total	630	859	1 624	1 851	4 964

^{Note 1} Schemes/programmes **eligible for in-service practitioners** of maritime and/or aviation sectors only.

^{Note 2} Schemes/programmes **eligible for students** only.

CONTROLLING OFFICER'S REPLY

THB(T)104

(Question Serial No. 2743)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to work with the Airport Authority Hong Kong and the Civil Aviation Department (CAD) on co-operation initiatives in civil aviation training and oversee the work of the Hong Kong International Aviation Academy (HKIAA) in providing aviation-related training for the industry in Hong Kong and the region. In this connection, would the Government inform this Committee:

- (a) of the number of training programmes on “skilled jobs” provided by the HKIAA in 2017-18; and the main contents, numbers of students, durations, admission requirements and tuition fees of such programmes;
- (b) of the number of individuals who have taken up employment in the aviation industry after undertaking the training programmes on “skilled jobs” provided by the HKIAA in 2017-18 and their positions held;
- (c) of the number of training programmes on “skilled jobs” planned to be provided by the HKIAA in 2018-19; and the main contents, numbers of places, durations, admission requirements and tuition fees of such programmes; and
- (d) whether the Government will urge the HKIAA to actively review the provision of a technical training programme with both theory courses and practical training; if so, of the details and the expected time for completing the review; if not, of the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 10)

Reply:

(a) The HKIAA provided 94 training courses at technical level for the aviation industry with some 2 200 participants in academic year 2017-18 (figures for April to December 2017 only; figures for 2018 not yet available). Details are tabulated below:

Course	Total participants	Entry requirements	Duration	Fee (\$)
Introduction to the Hong Kong International Airport (HKIA) – Ramp Stream* - Provide participants with a basic understanding of the fundamental safety and security requirements working on the ramp. It covers airfield topology, ground markings, airfield ground lighting and airside driving rules and regulations	179	Aviation industry newcomers concerning airport operations	1 day	200
Introduction to HKIA – Passenger Stream* - Provide participants with a basic understanding of the daily operations in HKIA, including airport operations, airport safety and security	441	Aviation industry newcomers concerning passenger handling agents and service providers	1 day	200
Safe Access to Gas Protected Area Training* - Train participants with the safe access procedures in HKIA and the response plan in case of emergency	490	Airport staff in related positions	2 hours	150
Fire Warden / Fire Manager Training* - Train participants with the fire safety standards and fire evacuation requirements in the workplace	84	Airport staff in related positions	3 hours	150
Security and Safety Awareness Briefing* - Provide timely information on important aviation security and safety concerns	341	Airport staff in related positions	2 hours	150
Customer Services Seminars* - Provide soft-skills and communications trainings to participants who frequently interact with passengers	376	Airport staff in related positions	3 hours	150

Essential English for Airport Service Providers and Agents** - Equip students with the listening and speaking skills that are required for routine and non-routine scenarios using aviation related vocabulary and phrases	186	Airport staff in related positions	30 hours in 15 week	5,000
Introduction to Air Traffic Control** - Provide participants with a broad knowledge of the nature of jobs in air traffic control	66	Interested general public / airport staff	1 day	900
Introduction to Aeronautical Information Management** - Provide participants with the necessary knowledge and skills to acquire and make use of international aeronautical information in the context of air traffic control	32	Interested general public / airport staff	2 days	1,800
Air Traffic Services Message Handling System** - Provide participants with a practical awareness and understanding of aeronautical communication	7	Interested general public / airport staff	3 days	6,800
Certificate in Airport Services and Operations Programme - Equip students with the fundamental knowledge and skills required by Hong Kong's aviation industry, including the overview of the industry, airport customer service and communication, airport safety and practical English - A 12-month full-salary internship is arranged	85	People aged 16 or above and have completed the Hong Kong Diploma of Secondary Education Examination / Hong Kong Certificate of Education Examination)	4-week foundation course and 12-month internship	6,500

Remarks:

* To encourage airport staff to pursue further training, course fees will be waived for airport staff if they enroll through their respective organisations.

** Maritime and Aviation Training Fund (MATF)-approved courses. Eligible applicants may apply for refund of 80% of fees after completing this approved course, subject to a maximum of \$18,000, under the Professional Training and Examination Refund Scheme of the MATF.

(b) Over 95% of the participants of the technical training mentioned in (a) are in-service practitioners. Among the courses set out in the table above, the Certificate in Airport Services and Operations Programme launched in September 2017 aims to equip students with

the fundamental knowledge and skills required by Hong Kong's aviation industry, preparing them for a long and successful career in the industry. It consists of a four-week course that includes lectures, followed by job matching and a 12-month full-salary internship. 85 graduates started their 12-month internship in the aviation industry starting from October 2017. On completion of the internship, students will have the chance to become employees of these organisations.

Job categories of the internship placements of the Certificate Airport Services and Operations Programme are set out below:

Job categories	Number of students
Customer service / Ground handling agent	58
Engineering	8
Flight operations / ramp operations	7
Aviation security	5
Aviation catering	4
Aviation cargo	3
Total	85

(c) In addition to the existing technical training courses run in academic year 2017-18, the HKIAA plans to roll out new technical training courses in academic year 2018-19, which will add up to about 170 courses and reach out to about 5 500 participants in the industry. The new courses are related to air cargo, ramp operations, airbridge operations, confined space training, dangerous goods handling, aircraft engineering, human factor and error management, airworthiness and air traffic operations, etc. For details, please refer to the latest course list at:

https://drive.google.com/file/d/1Ou_YNOoSirrUwgZcNoPvuyDA5Z98b1An/view

Furthermore, the HKIAA is exploring the feasibility of developing “course-and-job” programmes which will focus on specific skillsets training (e.g. ramp operations and cargo operations). The first course is targeted to be rolled out in the third quarter of 2018-19. The HKIAA is also exploring collaboration opportunities with the Vocational Training Council to develop programmes similar to “Earn & Learn” programme. The first course is targeted to be rolled out in the fourth quarter of 2018-19.

(d) To ensure that its training curriculum is practical and can fit the industry's need, the HKIAA will continue to exchange views with business partners, educational institutions and non-government organisations to solicit their views and input on training needs and contents. The Transport and Housing Bureau and the CAD will continue to sit on the Steering Committee of the HKIAA to provide policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses to the HKIAA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)105

(Question Serial No. 2431)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (3) in the Controlling Officer's Report that there is a cash flow requirement for the new non-recurrent item for Review of Land Requirement of the Modern Logistics, Port Back-up and Vehicle Repairing Industries. In this connection, would the Government inform this Committee of the following:

- (a) What are the details of the above review and the estimated time required for completing the review?
- (b) Given that the Bureau has been responsible for studying and identifying suitable sites for modern logistics and port back-up development, please further explain the difference between the above new non-recurrent item, which requires additional funding, and the reviews conducted in the past.
- (c) Regarding the \$9.1 million set aside for the review, what are the specific uses of the funding and how will the funding be allocated?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. (LegCo use): 31)

Reply:

- (a) The Government plans to carry out a consultancy study to examine the land requirements of modern logistics, port back-up and vehicle repairing industries to facilitate the formulation of appropriate measures in support of the sustainable development of these industries. We are working on the preparatory work for

commencing the study. The study is expected to commence in 2019 and to last for two years.

- (b) The Government has been taking forward various measures to enhance the competitiveness of the port and logistics industries. We completed the “Study on the Strategic Development Plan for Hong Kong Port 2030” and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” in 2014 and 2015 respectively, which made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the Kwai Tsing Container Terminals to meet the future development needs of the port and logistics industries. We have been taking forward the enhancement measures recommended in phases and will continue to follow up on the recommendations. Moreover, we have been identifying suitable sites for the development of high value-added third-party logistics services to support the development of modern logistics industry.

The new study mentioned in part (a) above will comprehensively examine the land requirements of modern logistics, port back-up and vehicle repairing industries. To facilitate the Government in formulating measures to enhance the competitiveness of the port and logistics industries, the study will also review the existing supply of land for these industries in the territory, project their future land requirements and make recommendations for improving the land use efficiency.

- (c) The total sum of \$9.1 million is set aside for engaging a consultant to conduct the study.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)106****(Question Serial No. 1733)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

How many complaints did the Transport Complaints Unit of the Transport Advisory Committee receive in the past three years? Please provide figures for the following:

Transport mode (against the total number of cases on public transport services)	2015	Year-on-year change (number and percentage)	2016	Year-on-year change (number and percentage)	2017	Year-on-year change (number and percentage)
Taxi						
Red minibus						
Green minibus						
Franchised bus						
Non-franchised bus						
Railway						
Ferry						

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 411)

Reply:

The total number of complaints and suggestions on transport and traffic matters received by the Transport Complaints Unit under the Transport Advisory Committee in the past three years are as follows:

Year	Total Number of Complaints and Suggestions Received
2015	24 531
2016	25 856
2017	26 621

The numbers of complaints and suggestions on public transport services received in the past three years are as follows:

Transport mode	2015¹	Year-on-year change (number and percentage)	2016¹	Year-on-year change (number and percentage)	2017¹	Year-on-year change (number and percentage)
Taxi	10 359 (47.7%)	+299 / +3.0%	10 357 (46.4%)	-2 / -0.02%	10 759 (47.2%)	+402 / +3.9%
Red minibus	320 (1.5%)	-320 / -50.0% ²	334 (1.5%)	+14 / +4.4%	397 (1.7%)	+63 / +18.9%
Green minibus	4 416 (20.3%)	+901 / +25.6%	4 734 (21.2%)	+318 / +7.2%	5 081 (22.3%)	+347 / +7.3%
Franchised bus	5 738 (26.4%)	-1 704 / -22.9%	5 959 (26.7%)	+221 / +3.9%	5 776 (25.4%)	-183 / -3.1%
Non-franchised bus	195 (0.9%)	+21 / +12.1%	210 (0.9%)	+15 / +7.7%	176 (0.8%)	-34 / -16.2%
Railway	630 (2.9%)	+67 / +11.9%	616 (2.8%)	-14 / -2.2%	497 (2.2%)	-119 / -19.3%
Ferry	77 (0.4%)	-79 / -50.6%	110 (0.5%)	+33 / +42.9%	89 (0.4%)	-21 / -19.1%
Total	21 735 (100%)	-815 / -3.6%	22 320 (100%)	+585 / +2.7%	22 775 (100%)	+455 / +2.0%

¹ Figures in brackets are the percentages of cases on respective transport mode against the total number of cases on public transport services.

² In 2014, there were 640 cases on red minibus services, among which 320 cases were about obstruction to traffic caused by red minibuses in Mong Kok in late 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)107

(Question Serial No. 1084)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following information in table form:

- (1) the expenditure incurred by the Transport and Housing Bureau (THB) on publicity on the Internet/social media in 2017-18, the manpower involved and the percentage this item accounts for in the total expenditure, with all information set out by publicity channel;
- (2) the means adopted by the THB to assess whether the above initiatives are effective and value for money; and
- (3) the estimated expenditure to be incurred by the THB on the above initiatives in 2018-19 and the manpower to be involved.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 3)

Reply:

- (1) The expenditure incurred by the THB on publicity on the Internet/social media in 2017-18 and the manpower involved are tabulated below:

Name of item	Internet/social media publicity channel	Purpose and contents	Expenditure on publicity	Manpower
“Any Walker” Facebook page	Facebook	To enhance public understanding of the local public transport system, transport professions and transport infrastructure, and to strengthen interaction with the public through setting up a dedicated page on the social media platform.	For updating the contents of the “Any Walker” Facebook page: \$55,200	The work was undertaken by existing staff as part of their duties. There is no separate breakdown.
THB’s Facebook page and Instagram page	Facebook and Instagram	To enhance public understanding of Hong Kong’s transportation and housing policies, and to enhance the Bureau’s communication with the public through social media.	For setting up the THB’s Facebook page and Instagram page and updating the contents: \$292,560	
Hong Kong Maritime Week 2017	Website of Hong Kong Maritime Week 2017 (desktop and mobile versions)	To promote the Hong Kong Maritime Week.	For developing the webpages, maintaining the system and updating the contents: \$60,000	

Name of item	Internet/social media publicity channel	Purpose and contents	Expenditure on publicity	Manpower
	<p>Webpages of online publications and media</p> <p>Facebook</p>		<p>For banner advertisements on different platforms below -</p> <p>Maritime Advocate Online: \$22,000</p> <p>Shipping Gazette e-Newsletter: \$8,400</p> <p>Asia Maritime Online News: \$2,400</p> <p>TradeWinds Online: \$27,200</p> <p>Commercial Radio Hong Kong – Hong Kong Toolbar: \$20,000</p> <p>Online advertisement via Hong Kong Maritime and Port Board's (HKMPB) Facebook page: \$29,437</p>	
HKMPB	YouTube, Facebook, LinkedIn, Twitter, Weibo	To provide information about the HKMPB, introduce the logistics and maritime industries in Hong Kong, and provide information about manpower training of the maritime industry.	The routine operation of the social media platforms is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.	

The expenditure on the above items accounts for 0.18% of the revised estimate of the total recurrent expenditure.

- (2) The objectives of setting up dedicated pages on online social media and launching promotion on these social media are to enhance interaction with the public and increase coverage of information dissemination, so as to achieve the purpose of disseminating information and promoting activities. We evaluate from time to time the effectiveness of these publicity channels with reference to the visitor statistics.
- (3) The estimated expenditure to be incurred by the THB on the above initiatives in 2018-19 and the manpower to be involved are tabulated below:

Name of item	Internet/social media publicity channel	Expenditure on publicity	Manpower
THB's Facebook page and Instagram page	Facebook and Instagram	For updating the contents of the THB's Facebook page and Instagram page: \$682,640	The work is undertaken by existing staff as part of their duties. There is no separate breakdown.
Hong Kong Maritime Week 2018	Website of Hong Kong Maritime Week 2018 (desktop and mobile versions)	For designing and developing the webpages, maintaining the system and updating the contents: \$85,000	
	Webpages of online publications and media	For banner advertisements on different platforms: \$120,000	
	YouTube, Facebook, LinkedIn, Twitter, Weibo	Online advertisement and promotion via the HKMPB's social media platforms: \$60,000	

Name of item	Internet/social media publicity channel	Expenditure on publicity	Manpower
HKMPB	YouTube, Facebook, LinkedIn, Twitter, Weibo	The routine operation of the social media platforms will be absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)108

(Question Serial No. 1085)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch “oversaw the preparatory work for the Strategic Studies on Railways and Major Roads beyond 2030” in 2017-18 and will “oversee the Strategic Studies on Railways and Major Roads beyond 2030” in 2018-19. Please inform this Committee:

- (1) of the staffing provision and estimated expenditure involved for the above studies, as well as the commencement and completion dates of the studies;
- (2) of the details of the preparatory work in 2017-18; and
- (3) whether the Government has formally decided to conduct the studies in 2018-19, and whether the studies will cover a fifth cross-harbour railway and a Tuen Mun-Kowloon Railway so as to address the population growth in the new development areas in the New Territories West.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 4)

Reply:

- (1) We will commence the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) as soon as funding is secured. The part on railways will take about 38 months to complete with a cost estimate of about \$64.9 million; whilst the part on major roads will take about 27 months to complete with a cost estimate of about \$27.5 million. The manpower requirements for overseeing the RMR 2030+ Studies will be absorbed by the existing establishment.

- (2) In 2017-18, the Highways Department and the Transport Department were making preparations for the RMR2030+ Studies including the collection and analysis of the latest planning data available, as well as the preparation of the consultancy briefs.
- (3) The RMR2030+ Studies will be taken forward on the basis of the conceptual spatial requirements to be firmed up under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department.

On the basis of the final recommendations of Hong Kong 2030+ Study, we will study a “Northwest New Territories-Lantau-Metro Transport Corridor”. In this connection, we will consider the suggestions offered by various stakeholders, including the suggestions of the fifth cross-harbour railway and Tuen Mun-Kowloon Link, when carrying out the RMR2030+ Studies.

In addition, the RMR2030+ Studies will focus on the loading of the heavy rails in the Northwest New Territories (NWNT) beyond 2030 according to the planning data up to 2041. Based on the forecast demand, we will examine whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)109

(Question Serial No. 1086)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (THB) commenced detailed planning work for the first batch of projects recommended in the Railway Development Strategy 2014 (RDS-2014) in 2015-16 and continued to take forward the work in 2016-17. The projects included Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line. In 2017-18, the Bureau continued to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line and the Tung Chung West Extension recommended in the RDS-2014. In 2018-19, it will continue to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the RDS-2014. In this connection, please advise this Committee of the following:

- (a) given that the Bureau has started the detailed planning work since 2015, the specific work plan, timetable, staffing provision and estimated expenditure involved for the work to date;
- (b) given that the Transport Branch commenced detailed planning work for the Tung Chung West Extension and the Tuen Mun South Extension recommended in the RDS-2014 in 2017-18, the preliminary results of the work; and
- (c) the time when details, such as detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable will be made available by the Bureau.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 5)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the THB invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted proposals for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line to the Government in end December 2016, end March 2017 and end July 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that its proposals will be practically feasible and bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung Chung West Extension (and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

The above work is undertaken by existing staff of the Transport Branch of the THB.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)110****(Question Serial No. 1087)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned in 2017-18 that the Transport Branch would, “in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR), continue to oversee the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulate related cross-boundary transport arrangements”. In 2018-19, the Branch will “in conjunction with the governments of Guangdong and the Macao SAR as necessary, continue to put in place cross-boundary transport and other arrangements to enable or facilitate the commissioning of the HZMB”. Please advise this Committee of the following:

- (1) What are the number of parking spaces provided by car parks and their locations in the boundary crossing facilities (BCF) of the HZMB of the three sides? Please provide the details by type of parking space.
- (2) Please provide the details as to the allocation of private car parking spaces provided by car parks in the three BCFs of the HZMB, including the respective numbers of parking spaces in closed areas and non-closed areas and the respective numbers of parking spaces for daytime parking and overnight parking using the table below:

	Hong Kong BCF	Macao BCF	Zhuhai BCF
Number of parking spaces in closed areas			
Number of parking spaces in non-closed areas			
Number of parking spaces for daytime parking			
Number of parking spaces			

	Hong Kong BCF	Macao BCF	Zhuhai BCF
for overnight parking			
Number of parking spaces for hourly parking			

(3) Given our concern over HZMB's cross-boundary arrangement for private cars and the acute demand for it, and that the Macao BCF has already announced a Park-and-Ride Scheme, has the Hong Kong Government discussed with the Zhuhai Municipal Government to work out ways to designate part of the car parks in the Hong Kong BCF and the Zhuhai BCF as closed areas to allow residents of the three sides to make advance reservation for parking spaces in a BCF of another side and drive their own vehicles there for parking before completing clearance procedures? In this way, residents can drive their own vehicles across the HZMB, which will facilitate cross-boundary transport of the three sides and in turn ensure stable growth in the traffic flow of the HZMB.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 6)

Reply:

Hong Kong, Mainland and Macao governments are responsible for the design and construction of their own Ports. In planning the transport facilities at the Hong Kong Port, the Government expects and indeed encourages most travellers of the HZMB to use public transport (including franchised bus, green minibus, taxi and non-franchised bus) to travel to the Hong Kong Port. As regards the use of private cars, there will be a public car park located in the non-closed area adjacent to the passenger clearance building for local use. The car park will provide 661 parking spaces for private cars, 12 parking spaces for the disabled, 25 parking spaces for motorcycles, 14 parking spaces for light goods vehicles and 21 parking spaces for out-of-service taxis. The allocation of parking spaces for day park, overnight park or hourly park is being worked out by the operator; at present, we do not have the relevant information.

The Hong Kong SAR Government does not have information on the local public car parks at the Zhuhai and Macao Ports.

Regarding car parks for inbound private cars, according to information provided by the Mainland, the Zhuhai Port does not provide a carpark for inbound private cars, and the Mainland does not plan to offer a park-and-ride scheme for Hong Kong/Macao private cars at Zhuhai Port.

There will be an inbound car park at the Macao Port providing around 3 000 parking spaces for Hong Kong private cars. Hong Kong private cars are not required to obtain quotas, but application of relevant cross-boundary licences and reservation of the parking space must be made in advance. After parking and completing immigration procedures at Macao Port, visitors may take other transportation to other areas of Macao.

As regards Hong Kong Port, according to the project design of the HZMB, there will be no inbound carpark upon the commissioning. Adequate cross-boundary transport services, including shuttle bus plying between the Ports of Hong Kong/Zhuhai and the Ports of Hong

Kong/Macao, will be provided for passengers travelling among the three places. Travellers may also choose to commute by cross-boundary coach or cross-boundary hire car according to their needs.

For the longer term, the Civil Engineering and Development Department and the Planning Department are conducting a feasibility study for the topside development at Hong Kong Boundary Crossing Facilities Island of the HZMB to explore how to optimise the land at the Hong Kong Port for topside and underground development for commercial and other economic land uses. As part of the study, the Government will consider providing parking spaces (including the feasibility of inbound car park) at the topside development to meet the long term parking demand of Hong Kong residents and inbound visitors.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)111****(Question Serial No. 1088)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch aims to, inter alia, improve the quality and co-ordination of public transport services. In this connection, please advise this Committee of the following:

- a) the maximum carrying capacity of each MTR line, including both heavy rail and the Light Rail, when train frequency was maximised in 2017 (loading at four and six persons (standing) per square metre (ppsm));
- b) the carrying capacity of each MTR line, including both heavy rail and the Light Rail, in 2017 (loading at four and six ppsm);
- c) the patronage of each MTR line, including both heavy rail and the Light Rail, during peak hours in 2017 (loading at four and six ppsm);
- d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines, including both heavy rail and the Light Rail, in 2017;
- e) for upgrading of signalling systems of various MTR lines from now on up to 2030, a table setting out: (i) the work plan, (ii) year and (iii) the maximum carrying capacity per hour (at four ppsm) during morning peak hours after upgrading; and
- f) given that it was stated in the document on "Deployment of Light Rail Vehicles (LRVs) in December 2009 and December 2016" submitted by the Bureau to the Legislative Council that the loading at the busiest sections of Routes 507, 610, 615, 615P, 705, 706, 751 and 761P of the Light Rail has exceeded 80%, whether the Government, having consulted

the relevant District Councils after announcing the Public Transport Strategy Study in June 2017, has adjusted the Light Rail route rationalisation plan to improve the situation.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 7)

Reply:

(a) to (d) The design carrying capacity, the maximum carrying capacity when the train frequency is maximised, the existing carrying capacity, the current patronage and the current passenger loading of the heavy rail system in 2017 are set out in Annex.

According to the the MTR Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of LRVs by on-site observation and surveys. As observed by the Transport Department during peak hours, in practice the maximum number of passengers that are carried by a single-set LRV, is about 200, which can be translated into a passenger density of about six to seven ppsm. This figure is the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of four ppsm for the heavy rail is not applicable to the Light Rail. In 2017, the loading of the 12 Light Rail routes ranged from 69% to 92%.

Based on the service standard of carrying about 200 passengers at maximum per single-set LRV, the carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2017 are as follows:

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
505	2 356	78%
507	2 430	89%
610	2 019	69%
614	980	67% on average
614P	1 225	
615	942	87% on average
615P	1 225	
705	4 900	78%
706	4 900	78%
751	2 625	92%
751P	1 532	83%
761P	5 444	76%

(e) The Corporation made a \$3.3 billion investment to replace the signaling system of six MTR lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line) and the Airport Express. Currently the replacement work of Tsuen Wan Line, Island Line and Kwun Tong Line is in progress while those of the other railway lines will commence continuously. Upon the completion of all replacement work in 2026, the overall carrying capacity of these railway lines will be increased by about 10%.

Railway line	Expected commissioning time (year)
Tsuen Wan Line	End of 2018
East Rail Line	2019
Island Line	2019
Kwun Tong Line	2020
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

(f) The Light Rail route rationalisation plan aims to enhance Light Rail capacity to address the issues of unevenly distributed headway and congestion due to overlapping routes. This will also enhance the overall effectiveness when the ten new light rail vehicles are put into service to benefit passengers. The Government and MTRCL consulted the Yuen Long and Tuen Mun District Council in July 2017 to collect views from members on the Light Rail rationalisation proposals. Having regard to the views received, we are reviewing the proposals and will consult District Councils again after the review.

2017 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)

		East Rail Line	West Rail Line	Ma On Shan Rail	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
1.	Design capacity (6 ppsm)(a)	101 000	64 000	32 000 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1, 7)
2.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	56 200 (Note 2)	50 900 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800 (Note 7)
3.	Existing carrying capacity (6 ppsm)(c)	86 200	56 200	50 900	67 600	80 000	16 800	71 400	75 000	9 600	37 500	4 800 (Note 7)
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	18 900	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	3 800	0	0	0	0	10 200	0	0	0	7 500	0
6.	Current patronage (d)	57 800	40 300	16 100	47 600	57 600	8 500	52 100	60 600	2 500	28 200	2 200
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link	67% {Tai Wai to Kowloon Tong}	72% {Kam Sheung Road to Tsuen Wan West}	32% {Che Kung Temple to Tai Wai}	70% {Yau Tong to Quarry Bay}	72% {Tin Hau to Causeway Bay}	51% {Ocean Park to Admiralty}	73% {Shek Kip Mei to Prince Edward}	81% {Yau Ma Tei to Jordan}	26% {Sunny Bay to Disneyland }	75% {Olympic to Kowloon }	46% (Note 7)
8.	Current loading (2) (4 ppsm) [(d)/(c)]÷71.2% (Note 6) (For the critical links mentioned in item (7))	94%	101%	44%	99%	101%	71%	102%	113%	37%	106%	

Note 1 As Airport Express and Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines are affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the carrying capacity of Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signaling system will also make allowance for potential capacity enhancement.

Note 2 Since 2014, temporary speed restriction has been imposed near Hung Hom Station to facilitate the staged track modification for realignment of the West Rail Line in preparation for the East West Corridor of the Shatin to Central Link (SCL). Hence, the maximum carrying capacity of the West Rail Line, under the condition of maximised train frequency, has been temporarily reduced to 49 200 (6 ppsm). To tie in with the East West Corridor project of the

SCL, starting from 2016, the number of train compartments of the West Rail Line train has been progressively increased from 7 to 8, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (6 ppsm).

- Note 3 The design capacity of Ma On Shan Line was based on 4-car train operation. To tie in with the East West Corridor project of the SCL, starting from 2017, the number of train compartments of the Ma On Shan Line train has been progressively increased from 4 to 8, contributing to an increase in the maximum carrying capacity from 30 500 to 50 900 (6 ppsm).
- Note 4 Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; (b) shared tracks in the East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.
- Note 5 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.
- Note 6 For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.
- Note 7 The design of Airport Express is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)112

(Question Serial No. 1089)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau “completed the Public Transport Strategy Study (PTSS) which looked into important issues relating to various public transport modes and recommended enhancement measures to ensure that they would continue to complement each other amidst the continued expansion of the railway network”. In 2018-19, it will “continue to implement the enhancement measures recommended under the PTSS to ensure that various public transport modes would continue to complement each other amidst the continued expansion of the railway network”. In this connection, please advise this Committee of the following:

- a) the carrying capacity of various Light Rail routes per hour per direction in 2017;
- b) the latest loading at four persons (standing) per square metre per hour per direction during morning and evening peak hours for the busiest sections of various Light Rail routes in 2017; and
- c) the arrangement of single and coupled-set vehicles of various Light Rail routes during morning and evening peak hours; and a list of disruptions on the Light Rail from 2011 to end-February 2018 showing (i) the date; (ii) the time; (iii) the routes involved; (iv) the causes of incidents/results of investigation; (v) follow-up actions taken; (vi) duration of service delays (minutes); and (vii) the Service Performance Arrangement under the mechanism which allows upward and downward adjustment for the rates of fares in respect of the incidents.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 8)

Reply:

(a) & (b)

Service standard of the Light Rail is assessed and maintained based on a carrying capacity of 200 passengers per Light Rail Vehicle (LRV), which can in theory be translated into a passenger density of about six to seven persons (standing) per square metre (ppsm)^{Note}. The carrying capacity and loading of individual Light Rail routes based on this service standard in the busiest one hour during the morning peak hours in 2017 are as follows:

Light rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning
505	2 356	78%
507	2 430	89%
610	2 019	69%
614	980	67% on average
614P	1 225	
615	942	87% on average
615P	1 225	
705	4 900	78%
706	4 900	78%
751	2 625	92%
751P	1 532	83%
761P	5 444	76%

Note: According to the MTR Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of LRVs by on-site observation and surveys. As observed by the Transport Department during peak hours, in practice the maximum number of passengers that are carried by a single-set LRV, is about 200, which can be translated into a passenger density of about six to seven ppsm. This figure is the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of four ppsm for the heavy rail is not applicable to the Light Rail.

According to the information provided by the MTRCL, in normal circumstances, the highest passenger loading of a railway line (both heavy rail and the Light Rail) occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak hours than that in the morning peak hours. In this regard, the MTRCL advises that when assessing the service demand for individual Light Rail routes, the passenger loading during the morning peak hours is illustrative of the passenger loading under the most crowded circumstances.

(c)

Respective numbers of single-set LRVs and coupled-set LRVs deployed to the various Light Rail routes in the morning peak hours in 2017 are as follows:

Light Rail Route No.	Number of single-sets	Number of coupled-sets
505	6	2
507	10	1
610	11	2
614	7	-
614P	5	-
615	7	-
615P	5	-
705	-	5
706	-	5
751	6	6
751P	4	-
761P	-	13
Total	61	34 (equivalent to 68 single-sets LRVs)

Note: In addition to these 129 LRVs, three additional single-set LRVs and one additional coupled-set LRV are flexibly deployed to individual routes to cater for demand in the morning peak hours. Therefore, the MTRCL has been deploying about 134 LRVs on average in the morning peak hours.

Number of incidents caused by factors under MTRCL's control (including equipment failure and human factors) which led to service disruption of eight minutes or above in the Light Rail system from 2011 to 2017 (figures for 2018 are not yet available):

Year	Cause	Number of incidents
2011	Equipment failure	30
	Human factors	5
2012	Equipment failure	23
	Human factors	6
2013	Equipment failure	24
	Human factors	3
2014	Equipment failure	23
	Human factors	10
2015	Equipment failure	25
	Human factors	5
2016	Equipment failure	21
	Human factors	6
2017	Equipment failure	27
	Human factors	7

Incidents caused by factors under the MTRCL's control which lead to Light Rail service disruption of 31 minutes or above from 2011 to February 2018 are detailed in the table below:

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
1 August 2011, 4:26 pm	705	A LRV was delayed at the junction between Tin Wing Road and Tin Shing Road and it was subsequently withdrawn from service upon arrival at the Tin Yuet Stop because it sustained air leakage. Investigation found that an air hose was detached on the train and it was immediately fixed.	31	(There was no Service Performance Arrangement at that time.)
11 September 2011, 12:26 pm	507 614 614P	Light Rail service between the Goodview Stop and the Siu Hei Stop was suspended because a jumper cable of the overhead line system was broken and it fouled train pantographs. The cable was immediately removed and service was resumed after maintenance personnel confirmed safety. The cable was reinstated during non-traffic hours.	35	(There was no Service Performance Arrangement at that time.)
14 June 2012, 7:20 pm	610 614 615 751	Light Rail service between the Hung Shui Kiu Stop and the Siu Hong Stop was suspended because two LRVs collided near the Hung Shui Kiu Stop. Service was resumed after the site was cleared. Investigation confirmed driving mis-behaviour of one of the captains and the MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.	71	2

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
9 July 2012, 10:52 am	505	Light Rail service of Route 505 between the San Wai Stop and the Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.	98	2
17 May 2013, 4:15 pm	610 614 615 751 761P	A LRV on Route 761P derailed between the Hang Mei Tsuen Stop and the Tong Fong Tsuen Stop and affected the power supply among the Hang Mei Tsuen Stop, the Tong Fong Tsuen Stop and the Hung Shui Kiu Stop. Light Rail services between the Hang Mei Tsuen Stop and the Yuen Long Terminus Stop as well as between the Tin Shui Wai Stop and the Hung Shui Kiu Stop were suspended as a result. Investigation revealed that the captain was driving at a speed of 40.9 km/h, exceeding the speed limit of 15 km/h when turning the bend, while the LRV was confirmed to be functioning normally. The train captain was subsequently convicted of violating the offence of negligent act by employee under the Mass Transit Railway Ordinance. The MTRCL has also strengthened training for staff.	727	15
22 January 2014, 5:55 am	610 614 615 751	Light Rail service of 8 stops between the Hang Mei Tsuen Stop and the Yuen Long Stop was suspended because a faulty	157	3

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
	761P	overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. The MTRCL has replaced the faulty insulator and commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.		
14 March 2014, 9:13 pm	505 507 751	Light Rail service between the Tuen Mun Stop and the Kin On Stop/Choy Yee Bridge Stop was suspended because of a damaged overhead line insulator near the Ho Tin Stop affecting power supply. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	83	2

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
21 November 2014, 2:05 pm	507 614 614P	Light Rail services of Routes 507, 614 and 614P between the Goodview Garden Stop and the Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near the Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.	168	3
18 December 2015, 5:20 am	705 706 751 761P	Light Rail service in the area near the Tin Shui Wai Stop was suspended because the overhead line traction supply within the Hang Mei Tsuen Stop, the Tin Shui Stop and the Tin Shui Wai Stop was tripped. Light Rail Routes 705, 706, 751 and 761P were affected. Investigation found a faulty component of overhead line equipment. Service was resumed after emergency maintenance work was conducted to fix the faulty component.	69	2
14 March 2016, 2:15 pm	610 614 615 761P	A private car and a Tuen Mun-bound LRV collided near the Tai Tong Road Stop. Being affected by the accident, Light Rail Routes 610, 614, 615 and 761P had to be diverted and the service between the Tong Fong Tsuen Stop and the Yuen Long Stop was suspended. Investigation confirmed driving mis-behaviour of the LRV captain and the MTRCL handled the train captain	41	1

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
		according to established internal disciplinary procedures. Training for staff was also strengthened.		
16 September 2016, 4:28 pm	610 615 615P	Light Rail Routes 610, 615 and 615P had to be diverted because of the power failure near the Tuen Mun Ferry Pier Stop. All LRVs bound for Tuen Mun Ferry Pier bypassed the stops between the Tsing Wun Stop and the Melody Garden Stop. Investigation found a faulty component of overhead line equipment and the faulty component was replaced afterwards.	44	1
8 May 2017, 5:56pm	705 706	Light Rail service was affected because a LRV collided with an MTR bus at the junction of Tin Sau Road near the Tin Yuet Stop in Tin Shui Wai. The case was under investigation by the Police.	108	2

Note: The Service Performance Arrangement was introduced after the review of the Fare Adjustment Mechanism (FAM) in 2013. The MTRCL was required to set aside an amount, ranging from \$1 million to \$15 million*, for each incident caused by factors under the MTRCL's control which lead to railway service disruption of 31 minutes or above starting from 2012. The amount set aside will be returned to passengers through fare concessions.

* The maximum amount was adjusted from \$15 million to \$25 million after the review of the FAM in 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)113

(Question Serial No. 0258)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to follow up on the findings and recommendations of the “Study on the Strategic Development Plan for Hong Kong Port 2030” and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” in 2018-19. In this connection, would the Government inform this Committee of:

- (a) the major recommendations under the aforesaid study and proposals, and the specific follow-up work (in table form); and
- (b) the measures to be adopted by the Government in 2018-19 to follow up on the findings of the study and proposals, as well as the estimated expenditure?

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 7)

Reply:

To maintain the competitiveness of the Hong Kong Port, the Government completed the “Study on the Strategic Development Plan for Hong Kong Port 2030” and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, which have made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the Kwai Tsing Container Terminals (KTCTs) to meet the future development needs of the port and logistics industries. We have been taking forward the enhancement measures recommended in phases and will continue to follow up on the recommendations in 2018-19. The major recommendations under the two studies and our follow-up actions are set out as follows:

Major Recommendations	Follow-up Actions
(i) Provision of additional yard space and barge berths in KTCTs to enhance the cargo handling capacity	<p>A new barge berth has been brought into operation at the KTCTs from December 2014.</p> <p>We have completed the preliminary preparatory works and will continue to work with the relevant departments to make available six port back up sites of about 18 hectares in the vicinity of KTCTs for container terminal use as soon as practicable, so as to expand the terminal yard space and provide additional barge berths to enhance the cargo handling efficiency of KTCTs.</p>
(ii) Refining the allocation and management mechanism of port back-up land let out by short term tenancies (STTs) in Kwai Tsing to better meet the operational needs of logistics small and medium sized enterprises	Follow up actions, including removal of the triennial rental review within a fixed term of STT tenure, extension of tenancy period from three or five years to seven years and confining STT sites to single use, have been completed.
(iii) Exploring the feasibility of developing multi-storey port back-up facilities at suitable sites in the vicinity of KTCTs to free up more land to support the port operations	We are conducting two studies to explore the feasibility of developing a multi-storey facility for container storage and cargo handling at a site in Tsing Yi and a multi-storey complex for container vehicle parking at another site in Kwai Chung respectively. The studies are expected to complete in 2019.
(iv) Upgrading the Stonecutters Island Public Cargo Working Area (SIPCWA) to a modern container handling facility	We have completed the preparatory works and target to release a sea frontage of 120 metres at SIPCWA by way of STT in March 2018 for cargo handling/container storage to support the operations of KTCTs.

The Transport and Housing Bureau undertakes the above works with existing staff who are also responsible for other duties. No breakdown of estimated expenditure for implementing the above follow-up actions in 2018-19 is available. As for the two feasibility studies on development of multi-storey port back-up facilities in Tsing Yi and Kwai Chung, the total estimated expenditure is about \$14 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)114

(Question Serial No. 0390)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding paragraphs 100 to 101 of the Budget Speech, would the Government inform this Committee of the following:

- (a) It is mentioned that the Government is engaging with the Airport Authority Hong Kong (AA) and other postal authorities to explore collaboration with a view to maximising the use of the Air Mail Centre's transit handling capability to foster cross-border logistics and trading activities. What are the progress and preliminary direction of such work?
- (b) It is mentioned that the Government will develop Hong Kong into a trading, storage, logistics and distribution hub for high-value goods such as pharmaceuticals. What are the specific measures and estimated expenditure involved?
- (c) It is mentioned that the AA and the industry will continue to proactively enhance the Hong Kong International Airport's capacity to handle high-value temperature-controlled goods and adopt the necessary temperature control facilities to cater for the special needs in handling such goods. What are the specific measures and estimated expenditure involved?

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 26)

Reply:

- (a) The significant and continuous growth of e-commerce has generated an ever-increasing demand for cross-border logistics and delivery services, including air mail services. To better capitalise on these opportunities, Hongkong Post has been working with partners such as the AA, other postal administrations and e-commerce traders, and

exploring with them new models of cooperation to maximize the use of the Air Mail Centre at the HKIA.

(b)&(c) In view of the rapid growth in temperature-controlled airfreights, such as high-value pharmaceuticals and perishable products, in recent years, the AA has taken the lead to work with the International Air Transport Association (IATA) to assist the airport community in adopting the latest industry standards. In 2017, the HKIA was recognised by the IATA as a partner airport of Center of Excellence for Independent Validators in Pharmaceutical Logistics, reflecting its competency in handling pharmaceuticals that require a stringent temperature control process by air. In terms of facilities, the HKIA has over 5 000 square metres of cold room storage in its three cargo terminals catering to the specific needs of different pharmaceutical products. The AA will continue to invest in temperature control facilities, for instance, by investing \$16 million to purchase over 20 cool dollies this year for an “end-to-end” temperature control delivery process at the airside.

Furthermore, the Kwo Lo Wan site made available by the AA in December 2017 for developing into a modern air cargo logistics centre also targets high-value temperature-controlled airfreight. With its proximity to the airport, the Kwo Lo Wan facility is well poised to stimulate air cargo flow and further reinforce the HKIA’s cargo leadership. Its strategic location will provide warehouse space and facilitate the provision of value-added services to air cargoes, which will in turn attract companies setting up their regional distribution centres in Hong Kong. The invitation to tender of the Kwo Lo Wan site will close in April 2018. The facility is targeted to start operating in 2023 the earliest.

The Government has been identifying suitable sites for the development of high value-added third-party logistics services. To this end, since 2010 the Government has provided the logistics industry with land totalling some 280 000 square metres in floor area for such purposes. A site of about 3.2 hectare in Tuen Mun Area 49 has also been put out for tender in March 2018. We will continue to work with relevant departments to identify suitable land for the development of modern logistics facilities including those for handling high value goods.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)115

(Question Serial No. 2342)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments in the coming year. In this connection, would the Government inform this Committee of:

- (a) the specific measures adopted by the Government in this regard, the sites made available and the latest conditions of the released sites in the past five years in table form; and
- (b) the specific details of the continual efforts to identify suitable sites for modern logistics development?

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 6)

Reply:

- (a) The Government has been actively identifying suitable sites for modern logistics facilities to support the development of high value-added third-party logistics services in Hong Kong. The sites made available in the past five years (i.e. 2013-14 to 2017-18) and their latest conditions are set out as follows:

Site	Area (About)	Latest Development
Tsing Yi Town Lot 185	2.1 hectares	The site was sold in May 2013. Logistics facilities were developed on the site and they came into operation in 2016.
Tuen Mun Town Lot 544	3.2 hectares	The site was put out for tender in March 2018.
Kwo Lo Wan of the Airport Island	5.3 hectares	The Airport Authority Hong Kong put out the site for tender in December 2017 for development of a modern air cargo logistics centre.

- (b) A site of 6.5 hectares in Tuen Mun Area 38 is being reserved for modern logistics use. This site is currently used as a temporary fill bank and we will liaise with the departments concerned on releasing the site for modern logistics use as early as practicable.

We will also continue to work with the relevant bureaux and departments to identify suitable sites for logistics use in different locations, including Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46, New Territories North Development (NTN) and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (Topside Development). Under the revised Recommended Outline Development Plan of the HSKNDA, about 37 hectares of land have been reserved for the development of logistics facilities. As for Tuen Mun Areas 40 and 46, NTN and Topside Development, the relevant land use proposals are under study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)116

(Question Serial No. 1741)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau continued to jointly administer with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. Please provide the number of prosecution cases of illegal carriage of passengers for reward using cross-boundary private cars and the number of cases of subsequent cancellation of cross-boundary vehicle licences in the past three years.

It has been reported that there are currently 2 500 private cars engaging in illegal carriage of passengers for hire or reward (illegal car hire service) in Hong Kong. This number is seven times that of cross-boundary cars which operate car hire service legally. With the emergence of illegal car hire service with “online-hailing” features in the market, there have been more and more cross-boundary private cars providing illegal car hire service. What measures will the Government adopt to combat such illegal activities in 2018-19? Please set out the effectiveness and resources to be involved for each measure.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 1)

Reply:

Cross-boundary private cars are currently regulated by a quota system jointly administered by the governments of the Hong Kong Special Administrative Region and the Guangdong Province. These private cars must have the Approval Notice issued by the Guangdong Public Security Bureau and the closed road permit issued by the Transport Department (TD), and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. Cross-boundary private cars without valid hire car permits must not be used for carrying passengers for hire or reward.

The Hong Kong Police Force (HKPF) has been closely monitoring the situation of carriage of passengers for hire or reward without a hire car permit including cases involving cross-boundary private cars. The HKPF will gather intelligence, investigate reported cases and complaints, and will take appropriate enforcement actions based on the circumstances of individual case. According to the HKPF, there was no prosecution against cross-boundary private cars for being used for carriage of passengers for hire or reward without a hire car permit in the past three years.

The work involved is undertaken by the existing staff of the HKPF as part of their normal duties. There is no separate breakdown of expenditure involved.

The TD also requires cross-boundary hire cars to display a set of identification labels jointly issued by the Guangdong and Hong Kong governments for easy identification of authorised cross-boundary hire car service by passengers. This measure aims to protect the interests of passengers and to raise their awareness of choosing the authorised cross-boundary hire car service. Samples of identification labels have been uploaded to the TD website for viewing by the public. The resources are absorbed by the existing provision of the TD, and there is no separate breakdown of the expenditure involved.

The Government will continue to curb illegal carriage of passengers for hire or reward by cross-boundary private cars through enforcement and publicity.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)117****(Question Serial No. 1742)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau (THB) oversaw the development of smart mobility and the application of advanced technologies for traffic management. What is the latest progress of such work? What are the work plan and estimated expenditure in 2018-19?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 2)

Reply:

(a) Latest Progress and Work Plan in 2018-19

The latest progress and work plan of various Smart Mobility initiatives under the purview of the THB and its departments in 2018-19 are tabulated as follows –

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
<i>Intelligent Transport System and Traffic Management</i>	
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application	- The Transport Department (TD) awarded a contract in January 2018 to develop the integrated transport mobile application, and targets to launch the mobile application within 2018.
2. Develop the installation of “in-vehicle units” (IVUs) for allowing motorists to receive real-time traffic	- The TD commenced a feasibility study in August 2017 on the installation of IVUs. The study will be completed in 2018.

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
information and paying tunnel fees by remote means	
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide real-time traffic information	<ul style="list-style-type: none"> - Installation of traffic detectors on strategic routes for collection of traffic data will be implemented in two phases. The TD targets to complete installation by end-2020. - The first phase of installing about 550 traffic detectors will commence in mid 2018. For the second phase, additional traffic detectors will be installed to cover the remaining strategic routes.
4. Engage the public to develop a detailed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) and its implementation strategy	<ul style="list-style-type: none"> - The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result.
5. Introduce pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions	<ul style="list-style-type: none"> - The TD commenced a preliminary desktop study in early 2018 to review overseas experiences, technologies and effectiveness of different traffic signal systems making use of sensors to detect pedestrians and vehicles at road junctions. The TD targets to introduce a pilot scheme in 2021.
6. Adopt an automatic tolling system without toll booths for the new Tseung Kwan O – Lam Tin Tunnel (TKO-LTT)	<ul style="list-style-type: none"> - Since there will not be a toll plaza for TKO-LTT due to its geographical constraints, the Civil Engineering and Development Department commenced in December 2017 field trials for application of technologies for free flow tolling. The preliminary trial result will be available in mid-2018. In the light of findings of the field trials and subject to the approval of the LegCo on the necessary legislative amendments, the Government targets to adopt an automatic tolling system for the TKO-LTT upon its commissioning in 2021.
7. Facilitate trials of autonomous vehicles in West Kowloon Cultural District and other areas as appropriate	<ul style="list-style-type: none"> - In 2017-18, the TD issued movement permits for the trials of autonomous vehicles at the West Kowloon Cultural District, Zero Carbon Building, Science Park and the Hong Kong University of Science and Technology. In 2018-19, the TD will continue to facilitate trials of autonomous vehicle technologies at suitable locations in the territory, and will also continue to maintain close liaison with and provide assistance to organisations which have expressed interest in setting up testing facilities for autonomous

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
	vehicle technology.
8. Facilitate public transport operators' plans in introducing new electronic payment systems for public transport fare collection	<ul style="list-style-type: none"> - Public transport (PT) operators have been asked to explore alternative payment systems in the advent of prevailing electronic payment gateways. In this connection, the TD issued the Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in Public Transport Sector in June 2017. - The TD will continue to facilitate PT operators' plans in introducing alternative payment systems, having regard to the systems' reliability, user friendliness and efficiency.
9. Encourage public transport operators to open up their data	<ul style="list-style-type: none"> - the MTR Corporation Limited, some franchised bus companies and Hong Kong Tramway have provided real-time arrival information for passengers through their websites, smartphone applications and display panels installed at bus stops / platforms. - The TD is liaising with the franchised bus companies, with a view to soliciting their agreement to provide real-time bus arrival information under the Hong Kong eTransport smartphone application and website. - Franchised and licensed ferry operators have disseminated basic service information at their piers, websites and smartphone applications. - The TD will continue to encourage public transport operators to open up their real-time data as far as practicable in order to achieve wider application.
<i>Public Transport Interchanges (PTIs)/Bus Stops and Parking</i>	
10. Pilot the use of technology to deter improper use of loading and unloading bays and illegal parking from 2018	<ul style="list-style-type: none"> - The Government will pilot the use of video analytics technology in 2018 to deter the improper use of loading/unloading bays and illegal parking in Kowloon East.
11. Release real-time information of franchised buses through mobile devices by 2018 and information display panels at government PTIs and 1 300 covered bus stops by 2020	<ul style="list-style-type: none"> - At present, the franchised bus companies are providing real-time bus arrival information for about 650 bus routes through their websites and smartphone applications. - It is expected that real-time information of all regular franchised bus services will be released through mobile devices by end of 2018. - For real-time bus arrival information display panels, the Government subsidises franchised bus companies

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
	to install them at about 1 300 Government PTIs and covered bus stops with electrical installations on a matching basis in phases for completion by 2019-20. The first phase installation will involve about 340 PTIs/bus stops. The installation work will start in late March 2018 for completion by end of 2018.
12. Install new on-street parking meters to support multiple payment systems (including remote payment through mobile applications) with provision of real-time parking vacancy information	- The LegCo Panel on Transport was consulted on the proposed procurement of new generation of parking meters on 19 January 2018. The TD and the Electrical and Mechanical Services Department are carrying out preparatory work with a view to conducting an open tender for the procurement by mid 2018.
13. Encourage owners or operators of existing public car parks to provide real-time parking vacancy information using technology solutions to facilitate drivers to find parking spaces; and examine practicable measures to require new public car parks to provide real-time parking vacancy information	- Currently, parking vacancy information of about 70 government and commercial public car parks is disseminated to the public through “Hong Kong eRouting” mobile application. The TD will examine practicable measures to require operators of newly developed public car parks or short-term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data.
<i>Environmental Friendliness in Transport</i>	
14. Establish bicycle-friendly new towns and new development areas and improve existing cycle tracks and cycle parking facilities in new towns in phases	- Based on an earlier study commissioned by the TD to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the consultant has drawn up a list of about 900 potential improvement sites. The first batch of improvement works involving about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed. The TD targets to complete the remainder of the first batch of improvement works by end 2018.
15. “Walk in HK”	- The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the Hong Kong e-Transport mobile application in October 2017. The TD plans to extend the walking route search function to Yau

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
	<p>Tsim Mong area by end 2018. The TD is also planning to extend the coverage progressively to other areas in Hong Kong in the coming two to three years. In addition, a barrier-free walking route search function in the Hong Kong e-Transport application covering major shopping areas in Causeway Bay will be available in mid-2018.</p> <ul style="list-style-type: none"> - The TD completed synchronisation of traffic lights at 18 staggered crossings in 2017 such that the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go. Synchronisation of traffic lights at another 20 suitable staggered crossings is scheduled for completion in 2018. - The TD has launched a trial scheme to install smart devices at signalised pedestrian crossings to lengthen pedestrian green signals time for the elderly and the disabled. The trial was implemented with smart devices installed at nine junctions by the first quarter of 2018. - Under the covered walkway initiative, each of 18 district councils has selected one suitable public walkway for the provision of covers. The TD and the Highways Department (HyD) will continue with the implementation of the 18 covered walkway proposals. The HyD is conducting feasibility studies on them and the TD will also explore the relaxation of existing requirements for adding covers to such walkways as stipulated in the Transport Planning and Design Manual in 2018. - The TD commenced three consultancy studies in end 2017, namely “Consultancy Study on Enhancing Walkability in Hong Kong”, “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study”. The first two studies are expected to complete in June 2020 and the third one in March 2019. Respective public engagement exercises will be conducted under the three studies in 2018-19. - We are pressing ahead with the implementation of a total of 250 items under the “Universal Accessibility” Programme for the installation of barrier-free access facilities at public walkways and

Smart Mobility initiatives	Latest Progress and Work Plan in 2018-19
	other walkways (provided that certain criteria are met) in all the 18 districts. As at 28 February 2018, 76 items were completed and 114 items were under construction. 12 items will commence construction as soon as possible upon completion of detailed design and other related works. Another 48 items are currently under investigation and design. Construction works for these items will commence progressively starting from 2019.
Smart Airport	
16. Smart Airport initiatives	<ul style="list-style-type: none"> - The Airport Authority Hong Kong (AA) will strive to develop a smart airport and enhance its operational efficiency through application of technology in different areas. For instance, it will facilitate the use of driverless vehicles in designated places, and explore the provision of seamless travel experience by using facial biometrics technology at check-in gates and boarding checkpoints to streamline the boarding procedures. The AA is also planning to provide hassle-free travel experience for passengers by expanding mobile check-in services to off-airport locations with baggage pick up services.

(b) Estimated Expenditure in 2018-19

In 2018-19, the estimated expenditures for the feasibility study on the installation of IVUs and the feasibility study on the ERP Pilot Scheme are about \$0.5 million and \$6.4 million respectively. The estimated expenditures in 2018-19 for the development of an integrated transport mobile application, procurement of new generation of on-street parking system and installation of traffic detectors in all strategic routes are about \$0.6 million, \$10 million and \$23 million respectively.

For the improvement works on the existing cycling facilities in new towns, the estimated expenditure in 2018-19 is \$1.6 million. For the “Walk in HK” initiatives, the extension of walking route search function to Yau Tsim Mong area and the development of barrier-free walking route search function involve an estimated cost of approximately \$1 million and \$0.3 million respectively. The cost of synchronising traffic lights at another 20 staggered crossings is approximately \$0.2 million, whereas the estimated cost of installing smart device in five more junctions is approximately \$2 million. As for the implementation of the 18 covered walkway proposals, the total consultancy fee covering the feasibility studies of 18 proposals is approximately \$4 million to be incurred by the HyD.

The total consultancy fees of the three consultancy studies relating to “Walkability”, namely “Consultancy Study on Enhancing Walkability in Hong Kong”, “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North

from Wan Chai to Sheung Wan – Feasibility Study”, are approximately \$13.9 million, \$22 million and \$3.6 million respectively. The consultancy fees to be paid in 2018-19 are \$5 million, \$8 million and \$3 million respectively.

Other work to be undertaken by the Government is carried out by staff in the THB and the TD as part of their normal duties. There is no breakdown of the expenditure involved. The THB will closely monitor the effectiveness of these initiatives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)118

(Question Serial No. 1743)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau will continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion. Please provide details of the latest progress of such work and the assessment on the effectiveness of the work in reducing car journey time. What are the work plan and estimated expenditure in 2018-19?

Regarding taking forward the recommendations made by the Transport Advisory Committee in its Study on Road Traffic Congestion, what are the progress and timetable of such work as well as the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 3)

Reply:

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand

of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is community consensus, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the Transport and Housing Bureau, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)119

(Question Serial No. 1745)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport and Housing Bureau will continue to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta (PRD) region in partnership with the civil aviation authorities of the Mainland and Macao. What are the work plan and estimated expenditure?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 5)

Reply:

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the Three-Runway System (3RS) as well as expansion plans of neighbouring airports in the PRD region. Since then, the TWG has organised nearly 60 meetings at various levels. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, the establishment of peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

In May 2016, the Air Traffic Management Bureau (ATMB) of the CAAC, the CAD and the CAAM signed an agreement on establishing a strengthened liaison mechanism to enhance

co-operation and exchange. Under the mechanism, senior management of the Mainland, Hong Kong and Macao meet regularly at the biannual high-level meetings which are hosted by the three sides on a rotational basis to further strengthen tripartite co-operation.

Through this tripartite co-ordination mechanism, the Mainland, Hong Kong and Macao will continue to promote synergy and foster co-operation, take forward the airspace enhancement measures and implement the Plan progressively in a gradual and orderly manner, so as to achieve the healthy and orderly development of the airports in the PRD region, and enable the 3RS of the Hong Kong International Airport (HKIA) to maximise its potential to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long run.

As a further step in setting objectives for the future development of air navigation services and airspace in the region, the Director-General of Civil Aviation and the Director-General of the Air Traffic Management Bureau (ATMB) of CAAC signed a joint statement on supporting the sustainable development of air navigation services and airspace in the PRD region in May 2017. In the statement, it is stated that in accordance with the National 13th Five-Year Plan's goal to construct a cluster of world-class airports in the PRD, both sides will make the utmost effort to help take forward the expansion plans for the five major airports in the region and to enable the 3RS at the HKIA to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long term; and that seizing the opportunities of the development plan for a city cluster in the Guangdong-Hong Kong-Macao Bay Area, both sides will define the respective functions and positioning of each airport in the region in accordance with their unique nature and strength, thereby enhancing the transport competitiveness for the whole PRD region.

Furthermore, the CAD, the ATMB of CAAC and the CAAM entered into a Memorandum of Co-operation in July 2017 to further enhance the efficiency of air traffic management in the PRD region. Under the Memorandum of Co-operation, it is agreed to jointly (a) enhance the regular and emergency exchange and co-ordination mechanism on air traffic flow management to enhance operational efficiency of flights; (b) promote automated work processes on flight co-ordination; and (c) initiate modelling and simulation of the airspace and air traffic in the Guangdong-Hong Kong-Macao Bay Area by using advanced technology to provide reliable, precise and detailed analysis for planning and formulating air traffic management procedures and measures. The CAAC also agreed to accord priority to flights to and from the airports in Hong Kong and Macao in terms of air traffic flow management.

The three governments have announced from time to time the progress made in the successful phased implementation of short to medium term initiatives set out in the Plan. Press releases issued by the CAD in respect of the discussions and progress of the high-level meetings have been uploaded to the CAD website (<http://www.cad.gov.hk/english/home.html>). The CAD will continue to keep the public informed of the progress made on optimising airspace management of the PRD region.

The above coordination work is undertaken by existing CAD staff as part of their normal duties under Programme (3). No additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)120

(Question Serial No. 1746)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport and Housing Bureau (THB) worked with the Airport Authority Hong Kong (AA) on initiatives to enhance airport capacity, airport services, and the airport's connectivity and competitiveness. What is the progress of such work?

In 2018-19, the THB will continue to work with the Civil Aviation Department (CAD) and the AA in studying and implementing the latest aviation technologies to enhance the capacity of the existing two-runway system (2RS) before the implementation of the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA). What are the expected effectiveness of the relevant technologies and the economic benefits to be brought about? What are the staffing provision and estimated expenditure involved in the study?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 6)

Reply:

There was robust growth in air traffic movements at the HKIA in the past few years. To cope with the upsurge of passenger growth, the Government has been working with the AA to explore and take forward various initiatives with a view to marginally enhancing airport capacity before the commencement of the 3RS. These initiatives include taking forward the remaining phase of the Midfield Apron Development which will provide additional parking stands, associated cross-field taxiways and taxilanes; and expanding Terminal 1's core processing facilities to provide additional passenger handling capacity, developing inter-modal services arrangement to facilitate passengers travelling by air to take another means of transport using the same air ticket, applying latest technology at the HKIA, such as the use of mobile check-in kiosks, self-bag drop, and smart luggage tag; as well as the potential use of facial biometrics technology at check-in gates and boarding pass

checkpoints, etc. In addition, together with the AA and the CAD, we are actively pursuing different initiatives with a view to marginally increasing the 2RS capacity by slightly shortening runway closure period for maintenance purpose; encouraging airlines to deploy quieter aircraft and to fully utilise some previously underutilised periods in a day (including the overnight period).

In the 2018-19 financial year, the CAD will gradually enhance its manpower in undertaking the air traffic control function and, together with the AA, study the feasibility of implementing the latest civil aviation and air traffic management technologies, namely the Performance-based Capacity Declaration¹ and European Wake Vortex Re-categorisation². These measures, if proven feasible and successfully implemented, will help enhance the efficiency of air traffic management, and improve airport capacity by a small margin before the commissioning of the 3RS. The studies will be overseen by the AA and the relevant expenses will be covered by the AA's recurrent expenses. The involvement of the THB and the CAD staff in the studies forms part of the existing staff's normal duties of the THB and the CAD. No additional expenses are involved as far as the THB and the CAD are concerned.

In the longer run, amidst increasing competition from the neighbouring airports, the AA is pressing ahead with implementation of the 3RS project to cater for the long term air traffic demand and maintain Hong Kong's competitiveness. The 3RS project is estimated to cost around \$141.5 billion in money-of-the-day prices, which is borne by the AA. The AA estimates that upon full commissioning of the 3RS, the HKIA will have the capacity to handle air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and nine million tonnes respectively. We will continue to assist and monitor the implementation of the 3RS by the AA. In this connection, the Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB. It has an establishment of 14 posts, comprising three directorate officers and 11 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,577,810 in 2018-19. (The three directorate posts, which were time-limited, lapsed on 1 April 2018. The re-creation of the posts are subject to the scrutiny of the Establishment Subcommittee and the Finance Committee of the Legislative Council.)

¹ Performance-based Capacity Declaration is a capacity management solution which utilises computer simulation software to consider various operational conditions such as runways and airspace, as well as different combinations of flight mix, to develop a schedule which enhances the capacity and efficiency of airport operation. It has already been implemented in London Heathrow Airport.

² European Wake Vortex Re-categorisation is a project jointly undertaken by the Federal Aviation Administration and the European Organisation for the Safety of Air Navigation in 2005. The proposal included a re-consideration on the current International Civil Aviation Organization (ICAO) wake turbulence separation minima between aircraft and optimisation of the ICAO wake turbulence separation classes, from the existing four categories into six categories.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)121

(Question Serial No. 1747)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport and Housing Bureau (THB) will continue to work closely with the Hong Kong Maritime and Port Board (HKMPB) and the maritime and port industries to spur the growth of Hong Kong's maritime cluster and maintain the competitiveness of the Hong Kong Port. Regarding spurring the growth of the maritime cluster, what are the work plan and estimated expenditure involved?

There are currently about 800 shipping-related companies in Hong Kong. Has the Government conducted any studies to explore ways to attract more shipping-related companies to set up offices in Hong Kong? If so, what are the findings of such studies? If not, what are the reasons? What measures does the Government have to attract more shipping-related companies to Hong Kong so as to expand the maritime cluster?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 7)

Reply:

In promoting the development of the maritime cluster in Hong Kong and attracting more shipping-related companies to invest in Hong Kong or use our maritime services, we are mindful of the need to attract more commercial principals to set up presence in Hong Kong, thereby stimulating more business demand for the entire maritime and port industry. Moreover, we seek to bolster the development of a number of high value-added maritime services where Hong Kong enjoys clear advantages, including ship finance, marine insurance and maritime arbitration. The Government, in consultation with the HKMPB, is examining and exploring feasible facilitation incentives and/or measures with reference to overseas experience, and findings would be presented at the HKMPB for further discussion in due course. Meanwhile, we are conducting a "Study on Economic Contribution of

Maritime Services” in order to collect more up-to-date information on the value added and persons engaged of various maritime services in 2016. Findings of the study would provide useful statistical information and basis for better planning of the future work of the HKMPB, including promoting our high value-added maritime services.

At the same time, the HKMPB is working closely with Invest Hong Kong (InvestHK) and the Hong Kong Trade Development Council to arrange various promotional events and activities, including the Hong Kong Maritime Week, the Asia Logistics and Maritime Conference, participation in large-scale international maritime exhibitions such as Marintec China and Posidonia, as well as visits to countries and cities with vibrant maritime clusters. During the promotion visits, the HKMPB delegation will organise business luncheons, networking receptions and/or business seminars with a view to attracting overseas businesses to Hong Kong. InvestHK will also set up a dedicated team to strengthen promotion efforts to attract more renowned maritime enterprises to operate in Hong Kong.

In 2018-19, the Government has earmarked around \$19 million to support the work of the HKMPB. The provision includes around \$4.6 million to be allocated to InvestHK for setting up a dedicated maritime desk and step up overseas promotion work. The above estimated amount has not included estimated manpower expenditures under the THB since the work is undertaken by existing staff as part of their duties and no separate breakdown is available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)122

(Question Serial No. 1748)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport and Housing Bureau (THB) will continue to work closely with different stakeholders in identifying practicable measures to implement the new international requirements to enhance aviation security on air cargo. Please provide details of the work plan as well as the staffing provision and estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 8)

Reply:

In September 2016, the International Civil Aviation Organization (ICAO) issued a new policy direction that requires all consignors not approved by the appropriate authority for aviation security to be phased out by 30 June 2021. The Government is working out practicable measures to implement the new requirements of ICAO in consultation with the air freight industry.

To this end, the THB, working jointly with the Security Bureau (SB) and the Civil Aviation Department (CAD), has been engaging stakeholders concerned during the process to ensure that the proposed measures would be practicable and acceptable to the trade. While the SB and the CAD are exploring the feasibility of options including increasing Hong Kong's air cargo screening capacity and implementing a mechanism to validate consignors, the THB, with the endorsement of the Hong Kong Logistics Development Council, has engaged the Hong Kong Productivity Council to carry out a feasibility study on the development of a product to ensure the integrity of screened cargo during transportation from off-airport screening facilities to the airport. The study is expected to complete in around mid-2018. The estimated cost of the study is \$498,000. The study does not entail any additional staffing provision in the THB.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)123

(Question Serial No. 1749)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please give an account of the latest situation of the sites reserved for logistics development, including those in Tuen Mun West and the new development areas in Hung Shui Kiu and Yuen Long South, as well as the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (Topside Development). What is the estimated time for releasing the sites to the market?

In 2018-19, the Transport and Housing Bureau (THB) will continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments. What are the details of the work plan and the estimated expenditure?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 9)

Reply:

The Government has been actively identifying suitable sites for modern logistics facilities to support the development of high value-added third-party logistics services in Hong Kong. To this end, a site of about 3.2 hectares in Tuen Mun Area 49 was put out for tender in March 2018. The Airport Authority Hong Kong (AA) also made available a site of 5.3 hectares in Kwo Lo Wan of the Airport Island in December 2017 for development of a modern air cargo logistics centre. Moreover, a site of 6.5 hectares in Tuen Mun Area 38 is being reserved for modern logistics use. This site is currently used as a temporary fill bank and we will liaise with the departments concerned on releasing the site for modern logistics use as early as practicable.

We will continue to work with the relevant bureaux and departments to identify suitable sites for logistics use in different locations, including Hung Shui Kiu New Development

Area (HSKNDA), Tuen Mun Areas 40 and 46, New Territories North Development (NTN) and the Topside Development. Under the revised Recommended Outline Development Plan of the HSKNDA, about 37 hectares of land have been reserved for the development of logistics facilities. As for Tuen Mun Areas 40 and 46, NTN and Topside Development, the relevant land use proposals are under study.

The THB undertakes the work with existing staff who are also responsible for other duties. No breakdown of estimated expenditure for implementing the work in 2018-19 is available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1750)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Analysis of Financial and Staffing Provision for Programme (3) that the provision for 2018-19 is \$17.6 million (11.3%) higher than the revised estimate for 2017-18 and this is due to the cash flow requirement of a new non-recurrent item for Review of Land Requirement of the Modern Logistics, Port Back-up and Vehicle Repairing Industries. Please set out the latest progress and timetable (including the time of completion and time to hold consultation) of the review. What is the increase in establishment required for the work?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 10)

Reply:

The Government plans to carry out a consultancy study to examine the land requirements of modern logistics, port back-up and vehicle repairing industries to facilitate the formulation of appropriate measures in support of the sustainable development of these industries. We are working on the preparatory work for commencing the study. The study is expected to commence in 2019 and to last for two years.

A total sum of \$9.1 million has been set aside for engaging a consultant to conduct the study. There is no change to the staffing establishment arising from the study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)125

(Question Serial No. 1774)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) will soon be completed. In this connection, would the Government inform this Committee:

- (a) of the estimated traffic volume after the commissioning of the HZMB;
- (b) of the quotas for cross-boundary public transport services and the routing arrangements;
- (c) regarding the arrangements mentioned in item (b), whether interchange concessions for different public transport modes will be offered; if so, of the details;
- (d) whether a park-and-ride scheme will be launched for private cars; if so, of the details; and
- (e) of the supporting facilities developed on the HZMB for cross-boundary public transport services and the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 34)

Reply:

(a) As the HZMB is about to be commissioned, the practical value of making projections on vehicular and passenger flow for the initial stage of commissioning is perhaps limited. In broad terms, given that it is situated at Lantau Island and adjacent to the Hong Kong International Airport, the Hong Kong Port of the HZMB is expected to be the geographical converging point of Guangdong, Hong Kong and Macao. With the development of the

Bay Area, we anticipate that the HZMB will play an important function of fostering the smooth flow of people, capital and technology within western Pearl River Delta (PRD) and the Bay Area. The Government will keep in view the utilisation rate of the HZMB and will consider, as necessary, suitable measures to maximise the potential benefits of HZMB.

As regards mid to long term projections on the vehicular flows of the HZMB, the consultant engaged by the three sides has estimated that the daily traffic volume of the HZMB would be around 29 100 and 42 000 vehicles in 2030 and 2037 respectively, while the daily passenger flow would be 126 000 and 175 000 passenger trips respectively. However, since the afore-mentioned mid to long term projections focus on a timeframe that is ten to 20 years from now, the estimations may vary as a result of external factors such as the respective developments of the three places and new planning initiatives.

(b) Hong Kong, Mainland and Macao Governments have agreed to provide different modes of cross-boundary transportation for travellers with various travel needs to travel to the three places using the HZMB. Cross-boundary public transport services operating on the HZMB will include cross-boundary shuttle bus, cross-boundary coach and cross-boundary hire car services. Cross-boundary shuttle bus is a frequent feeder service and is the major mode of transportation between the ports of the HZMB. The shuttle bus service is not subject to quota. The basic schedule is every five minutes during peak hours, and every ten to 20 minutes during non-peak hours. Cross-boundary coaches provide convenient transport services travelling to the areas beyond the ports (i.e. within the city boundaries of the three places) with fixed stopping points. The cross-boundary coach service is regulated by the quota system and there will be 400 quota for cross-boundary coach (350 quota for Guangdong/Hong Kong while 50 for Hong Kong/Macao). The routings of cross-boundary coaches in Hong Kong are proposed by the operators based on their own commercial considerations. Cross-boundary hire cars travel to areas beyond the ports, providing point-to-point, personalised, and high-end cross-boundary transport service of the three places without fixed routings. There will be 250 quota for cross-boundary hire car services (150 quota for Guangdong / Hong Kong while 100 for Hong Kong/Macao).

(c) The Government encourages local public transport operators to provide various fare concession schemes as far as possible, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. The availability and details of any such scheme are, however, subject to the commercial decisions of individual operators. Regarding the cross-boundary transportation, the fare of the cross-boundary shuttle bus is jointly regulated by the governments of the Mainland, Hong Kong, and Macao, while that of the cross-boundary coaches and hire cars is subject to the commercial decisions of individual operators. As at late February 2018, we have not received any operators' plan for providing interchange fare concession in relation to the services under (b).

(d) According to information provided by the Mainland, the Zhuhai Port does not provide a carpark for inbound private cars, and the Mainland does not plan to offer a park-and-ride scheme for Hong Kong/Macao private cars at Zhuhai Port.

There will be an inbound car park at the Macao Port providing around 3 000 parking spaces for Hong Kong private cars. Hong Kong private cars are not required to obtain quotas, but application of relevant cross-boundary licences and reservation of the parking space must be

made in advance. After parking and completing immigration procedures at Macao Port, visitors may take other transportation to other areas of Macao.

As regards the Hong Kong Port, according to the project design of the HZMB, there will be no inbound carpark upon the commissioning. In planning the transport facilities at the Hong Kong Port, the Government has anticipated that most travellers of the HZMB would use public transport including franchised bus, green minibus, taxi and non-franchised bus. Adequate cross-boundary transport services, including shuttle bus plying between the Ports of Hong Kong/Zhuhai and the Ports of Hong Kong/Macao, will be provided for passengers travelling among the three places. Travellers may also choose to commute by cross-boundary coach or cross-boundary hire car according to their needs. At the Hong Kong Port, there will also be a public car park located in the non-closed area adjacent to the passenger clearance building for local use which should be able to meet the parking demand during the initial stage of the commissioning of HZMB.

For the longer term, the Civil Engineering and Development Department and the Planning Department are conducting a feasibility study for the topside development at Hong Kong Boundary Crossing Facilities Island of the HZMB to explore how to optimise the land at the Hong Kong Port for topside and underground development for commercial and other economic land uses. As part of the study, the Government will consider providing parking spaces (including the feasibility of inbound car park) at the topside development to meet the long term parking demand of Hong Kong residents and inbound visitors.

(e) The Government will provide coach parking information system, automatic vehicle recognition system, directional signage, pick-up and drop-off bays, shelters, staff offices, ticketing counters, etc. at the Hong Kong Port to support the operation of cross-boundary public transport services. The construction costs of these facilities are absorbed in the project cost of the Hong Kong Boundary Crossing Facilities. There is no separate breakdown of the relevant expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)126

(Question Serial No. 1776)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “Study on the Strategic Development Plan for Hong Kong Port 2030” and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, would the Government inform this Committee of the following:

- (a) Please set out the progress of the follow-up work for the above Study and Proposals, and the staffing provision and estimated expenditure involved.
- (b) Regarding item (a), it has been proposed that a multi-storey complex for container storage and cargo handling be constructed in Tsing Yi. Please provide the planning details (including the height and area of the complex, as well as the parking spaces and supporting facilities to be provided) and the estimated expenditure.
- (c) The Government plans to develop large-scale residential projects atop the Kwai Tsing Container Terminals (KTCTs). Will such planning have any impact on the above Study, Proposals and the construction of the multi-storey complex mentioned in item (b)? If yes, what is the impact?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 36)

Reply:

- (a)&(b) To maintain the competitiveness of the Hong Kong Port, the Government completed the “Study on the Strategic Development Plan for Hong Kong Port 2030” and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, which have made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the KTCTs to

meet the future development needs of the port and logistics industries. We have been taking forward the enhancement measures recommended in phases and will continue to follow up on the recommendations in 2018-19. The progress of our follow-up works is set out as follows.

- (i) We have completed the preliminary preparatory works and will continue to work with the relevant departments to make available six port back-up sites of about 18 hectares in the vicinity of KTCTs for container terminal use as soon as practicable, so as to expand the terminal yard space and provide additional barge berths to enhance the cargo handling efficiency of KTCTs.
- (ii) We have completed refining the allocation and management mechanism of port back-up land let out by short term tenancies (STTs) in Kwai Tsing to better meet the operational needs of logistics small and medium sized enterprises, including removal of the triennial rental review within a fixed term of STT tenure, extension of tenancy period from three or five years to seven years (subject to land conditions and relevant statutory requirements) and confining STT sites to single use.
- (iii) We are conducting two studies to explore the feasibility of developing a multi-storey facility for container storage and cargo handling at a site in Tsing Yi and a multi-storey complex for container vehicle parking at another site in Kwai Chung respectively, so as to release more land to support port operation. The studies are expected to complete in 2019 and the recommended development parameters (e.g. building height and floor area) of these multi-storey facilities are not available at the moment when the study is still underway.
- (iv) We have completed the preparatory works and target to release a sea frontage of 120 metres at the Stonecutters Island Public Cargo Working Area by way of STT in March 2018 for cargo handling/container storage to support the operations of KTCTs.

The Transport and Housing Bureau undertakes the above works with existing staff who are also responsible for other duties. No breakdown of estimated expenditure for implementing the above follow-up actions in 2018-19 is available. As for the two feasibility studies on development of multi-storey port back-up facilities in Tsing Yi and Kwai Chung, the total estimated expenditure is about \$14 million.

- (c) At present, the Government does not have any plan to develop large-scale residential projects atop the KTCTs. Before any concrete proposals to develop large-scale residential projects atop the KTCTs are identified and pursued, we do not consider that there is an immediate impact to the two feasibility studies.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)127

(Question Serial No. 1365)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the face of the challenges from the neighbouring airports in recent years, Hong Kong's airport will inevitably become less competitive before the completion of the Three-Runway System (3RS). In this connection, would the Government inform this Committee of:

1. the details of the plans of the Government and the Airport Authority Hong Kong (AA) to enhance the hardware and software of the airport services in order to enhance the airport's competitiveness; and
2. the estimated expenditure on and expected effectiveness of the above initiatives?

Asked by: Hon YIU Si-wing (Member Question No. (LegCo use): 18)

Reply:

The Hong Kong International Airport (HKIA)'s throughput reached 72.9 million passengers and 5.05 million tonnes of cargo (including airmail) in 2017, and are expected to continue to grow and reach 102.3 million passengers and 8.9 million tonnes of cargo respectively by 2030 after the commissioning of the 3RS. While the planned commissioning of the 3RS in 2024 will enable the HKIA to meet the long term demand, it is necessary to enhance the HKIA's capacity during the interim period to maintain service quality. In this respect, the AA adopts a three-pronged approach: (a) expanding facilities in a timely and cost-effective manner; (b) improving and streamlining processes to enhance operational efficiency; and (c) applying technology, where appropriate, to enhance passenger experience.

In terms of hardware, the AA is now proceeding with the remaining phase of the Midfield Apron Development (MAD) which will provide additional parking stands, associated cross-field taxiways and taxi lanes. Upon completion (in phases between 2017 and 2020), MAD will increase the total number of aircraft parking stands at the HKIA from 182 to 215, providing the necessary capacity to cope with the anticipated increase in air traffic of the two-runway system.

With the continuous growth in demand and in anticipation of the planned closure of Terminal 2 for expansion in 2019, Terminal 1 (T1) is being expanded to provide additional facilities and services for passengers. The T1 Annex Building will be equipped with over 40 additional check-in counters with self-service bag drop facilities, two additional baggage reclaim carousels, as well as additional passenger facilities. The East Hall of T1 will include additional seating capacity in the food court, arrival hall and the transfer area; three additional departure security screening channels, eight extra additional departure immigration counters and five more e-channels at the North Departure Immigration Hall, a new play zone for young children, a new roof garden, and more shops. Furthermore, an elevated passenger corridor, known as the Sky Bridge, linking T1 and the North Satellite Concourse (NSC) will be built. While passengers will find it more convenient to proceed to NSC, the overall efficiency of the apron will also be greatly improved with the removal of shuttle bus traffic. Meanwhile, the AA is exploring the feasibility of more “off-airport” check-in services, similar to those currently provided at in-town check-in facilities at Hong Kong and Kowloon stations along the Airport Express Line.

In terms of software, the AA has been implementing Airport Collaborative Decision Making in two phases, which is a strategic tool to enhance real time information sharing among airport stakeholders, including Air Traffic Control, the AA, the Hong Kong Observatory, airlines and other business partners operating at the airport.

In line with the Government’s smart initiatives, the AA has been proactively exploring technological applications for enhancement of operational efficiency and work safety. The AA collaborates with the airport community to identify automation tools and equipment that can help enhance the work processes. With the help of local research laboratories and universities, many new or expanded applications have been developed and implemented, such as Smart Check-in, a high-speed automated baggage transport system linking Midfield Concourse and T1, Baggage Tagging Robot, Trolley Counting Solution, Airport Ground Lighting Inspection System, Automated Foreign Object Debris Detection, Airside Vehicle Tracking System, etc.

The major enhancement of existing airport facilities being implemented by the AA will increase the handling capacity and efficiency of the HKIA, which will as a result provide a vibrant new experience for passengers. Apart from MAD with a budget of about \$6.3 billion, the AA’s budget for new major capacity enhancement capital projects comprising T1 expansion and the Sky Bridge is about \$7 billion, with final completion scheduled for 2020. Other upgrading works of the current systems and software, such as Smart Check-in, Airport Collaborative Decision Making, Airside Vehicle Tracking, etc., are part of AA’s recurrent operations and maintenance expenditures; hence detailed budget breakdown is not available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)128

(Question Serial No. 1366)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In addition to launching the franchised taxis with “online-hailing” features proposed in the Policy Address, regarding issues relating to the existing public transport system in this year’s estimates, please inform this Committee:

1. whether the Government has any plan to provide subsidies for new payment systems and “point-to-point” transport service, so as to enhance the service quality; if so, of the details; if not, the reasons for that; and
2. of the plan of the Government to enhance the overall public transport system and the estimated expenditure.

Asked by: Hon YIU Si-wing (Member Question No. (LegCo use): 19)

Reply:

In June 2017, the Government completed the Public Transport Strategy Study, which has reaffirmed the key factors underpinning the success of the public transport system and has recommended a total of 67 measures to enhance the arrangement of public transport system so that the public can continue to enjoy highly efficient, convenient and diversified public transport services in Hong Kong. We are actively taking forward the measures progressively.

With regard to enhancing personalised and point-to-point public transport services, the Government will introduce franchised taxis service with online hailing features to meet the changing demand in the community and in the light of consultation with the Legislative Council (LegCo) Panel on Transport. In particular, under the proposed scheme the

franchisees would be expressly required to provide at least one electronic payment method other than cash payment. The Government is preparing the legislative work with a target to introduce the Bill into LegCo in the latter half of 2018.

Meanwhile, the Government will continue to strive to enhance the service quality and operating environment of ordinary taxis, in co-operation with the taxi trade and relevant stakeholders. The Transport Department (TD) revamped and established a new Committee on Taxi Service Quality in January 2018 to discuss various strategies and measures to drive changes under the current taxi licensing regime. The measures being examined include, among others, measures to improve the operational efficiency and quality of taxi services through the use of technology.

Regarding the means of payment used in the public transport system in general, the Government welcomes the introduction of new technology to facilitate fare collection. The TD issued “Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the Public Transport Sector” in June 2017, and will continue to facilitate public transport operators’ plans in introducing new electronic payment systems for public transport fare collection according to the guidelines, having regard to the systems’ reliability, user friendliness and efficiency.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)129

(Question Serial No. 2758)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau will continue to “oversee the works for the dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung” in 2018-19, so as to enhance the road safety of Hiram’s Highway and alleviate road traffic congestion in the district. In this connection, would the Government inform this Committee of the following:

1. Regarding the improvement works, as compared with 2017-18, will there be an increase in the manpower and expenditure involved in 2018-19? If so, what are the details?
2. What is the latest progress of the improvement works? Are there any delays and cost overruns in such works? According to the estimation of the Government, can the works be completed and the roads be opened for use as scheduled in 2020?

Asked by: Hon YUNG Hoi-yan (Member Question No. (LegCo use): 14)

Reply:

1. During 2018-19, we will continue to oversee the works for the dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung with the existing level of manpower and resources.
2. The works commenced on 30 March 2016 and are in good progress. It is anticipated that the project will be completed within budget by end 2020 as planned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)130

(Question Serial No. 2759)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated under Programme (2), the Government will “continue to oversee the construction of the elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O”. In this connection, would the Government inform this Committee:

1. of the manpower and expenditure involved for such works in 2017-18; of the changes in manpower and estimated expenditure as estimated for 2018-19; and
2. of the latest progress of the construction of the elevated walkway; whether there is any delay or cost overrun in the works; of the earliest estimated date of completion?

Asked by: Hon YUNG Hoi-yan (Member Question No. (LegCo use): 35)

Reply:

1. We have been deploying existing staff resources in the Transport Branch of this Bureau to oversee the construction of the “Elevated Walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O” project since the works commenced in December 2016, as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.
2. The project is progressing on schedule and within budget. It is anticipated that the project will be completed in the third quarter of 2019.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)131

(Question Serial No. 2766)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) project:

1. What is the latest progress of the project? Can the tunnel be completed and commissioned as scheduled in mid-2021?
2. Up till now, are there any delays or cost overruns? If so, what are the amounts of cost overruns and delays involved? What countervailing measures and follow-up actions have the Government taken?
3. What were the number of officers responsible for overseeing the project, the expenditure involved and the specific work in overseeing the project in 2017-18? What will be the changes in manpower, expenditure and overseeing work as estimated for 2018-19?

Asked by: Hon YUNG Hoi-yan (Member Question No. (LegCo use): 63)

Reply:

1. Following the approval of the funding application by the Finance Committee of the Legislative Council, construction of the TKO-LTT Project commenced in 2016. Site formation and tunnelling works are in progress. It is anticipated that the project will be completed in 2021.
2. The construction of TKO-LTT is in good progress. The current cost estimate is within the Approved Project Estimate of \$15,093.5 million in money-of-the-day

(MOD) prices. It is anticipated that the project will be completed within budget in 2021 as planned.

3. The Government has established mechanisms to monitor the implementation of works projects. For major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors to assist the departments to closely supervise the progress and quality of works.

The Transport Branch of the Transport and Housing Bureau has been deploying existing staff resources to oversee the implementation of the project as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.

The operational expenses of in-house staff of the Civil Engineering and Development Department in 2017-18 and 2018-19 for taking forward the TKO-LTT Project are set out below:-

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
TKO-LTT Project	10	9 professional staff

Note 1: Operational expenses refer to annual staff cost in terms of notional annual mid-point salary value.

Note 2: There are directorate officers overseeing the project as well as other supporting technical and clerical staff involved. There is no separate breakdown for the personal emoluments of such staff involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)132

(Question Serial No. 1591)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with this Programme, will the Government inform this Committee of the following:

- (1) What are the estimated annual operating expenses in 2018-19?
- (2) What are the titles, duties and estimated annual salary expenses of the 15 posts to be created?
- (3) The indicator under this Programme only sets out the average number of beneficiaries per month. Will the Government inform this Committee whether it will set indicators concerning the time limit for replying to complaints and enquiries received during the implementation of the Fare Subsidy Scheme to ensure that the responsible officers will promptly reply to complaints and requests for assistance upon its implementation?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 15)

Reply:

- (1) The estimated expenditure for the Public Transport Fare Subsidy Scheme (the Scheme) in 2018-19 is \$825 million, of which \$775 million is for the subsidy amount while \$50 million is for the recurrent expenditure (including staff cost, expenditure required for conducting transport surveys, auditing fee of systems of internal control, service fee for subsidy calculation and collection, relevant system operating and maintenance fee, etc.).
- (2) The grades, ranks and their annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Grade	Rank	Number of Post	Annual Staff Cost (\$)
Transport Officer	Chief Transport Officer	1	1,389,540
	Senior Transport Officer	5	4,945,500
	Transport Officer I	2	1,468,080
	Transport Officer II	3	1,392,300
Treasury Accountant	Senior Treasury Accountant	1	1,389,540
	Treasury Accountant	2	1,890,600
Accounting Officer	Accounting Officer II	1	464,100
Total :		15	12,939,660

The main duties of the new posts are set out below:

- (a) handling preparatory work to facilitate early implementation of the Scheme, including the monitoring of the progress of system development and installation, the conduct of pre-implementation transport surveys and assurance exercise, as well as putting in place arrangements for participating public transport service providers, such as examination of applications submitted by operators of residents' services, employee's services, red minibuses and kaitos for joining the Scheme, and ensuring the relevant systems and facilities of the operators could meet the Government's requirements;
 - (b) administering the Scheme following its implementation, including the provision of accurate amount of subsidy to individual commuters through their Octopus cards; and
 - (c) implementing monitoring measures, including the conduct of regular assurance exercise and field inspection on operators' system of internal controls, transport surveys and analytical review of operating information provided by operators, to minimise risks of abuse under the Scheme.
- (3) Since the objective of the Scheme is to relieve the public transport fare burden of the commuters, the average number of beneficiaries per month will be an appropriate indicator to assess the effectiveness of the Scheme. Meanwhile, the Transport Department will follow the existing established performance pledge in handling public complaints or enquiries about the Scheme.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)133****(Question Serial No. 0594)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

For Programme (4), the estimated operating expenditure for 2018-19 is \$279.0 million (69.9%) higher than the revised estimate for 2017-18. According to the analysis on Page 891, the provision is mainly due to a net increase of 12 posts, increased requirement in operating expenses and increase in capital expenditure. Please provide details.

Asked by: Hon CHAN Chun-ying (Member Question No. (LegCo use): 9)Reply:

The increase in provision of the estimated operating expenditure for 2018-19 over the revised estimate for 2017-18 under Programme (4) is mainly due to the additional provisions for the following items:

Items	(\$ million)
Additional provision for the maintenance, operation and management of new infrastructures including Liantang/Heung Yuen Wai Boundary Control Point project, Central-Wan Chai Bypass and Island Eastern Corridor Link, the Scenic Hill Tunnel and the Airport Tunnel under the Hong Kong-Zhuhai-Macao Bridge project	200.1
Additional provision for replacement or procurement of equipment and vehicles for government tunnels and bridges, procurement of new generation of parking meter system and refurbishment of Central to Mid-levels Escalator and Walkway System	71.6
Additional provision for the net creation of 12 posts in 2018-19	7.3
Total	279.0

- End -

CONTROLLING OFFICER'S REPLY

THB(T)134

(Question Serial No. 1954)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local traffic conditions, will the Government advise this Committee, in the past five years:

- (1) the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
- (2) the design capacities and peak-hour utilisation of various tunnels in Hong Kong; and
- (3) the toll levels and operational expenditures of various tunnels.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 44)

Reply:

- (1) The design capacities and peak-hour utilisation rates of the strategic routes in Hong Kong between 2012 and 2016 are at Annex 1.
- (2) The design capacities and peak-hour utilisation rates of various tunnels between 2012 and 2016 are at Annex 2.
- (3) The toll levels and operating costs of various tunnels are at Annex 3.

Design capacity and peak-hour utilisation rate of strategic routes

Road Section	Strategic Route ¹	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate ²				
				2012	2013	2014	2015	2016
Hong Kong								
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.7	0.7	0.5	0.6	0.7
Kowloon								
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	4 700	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	4 700	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.8	0.7	0.8	0.8	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.9	0.9	0.9	0.9	0.8

Road Section	Strategic Route ¹	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate ²				
				2012	2013	2014	2015	2016
New Territories East								
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.5	0.5	0.4	0.4	0.5
New Territories West								
Ting Kau Bridge	3	Southbound	4 700	0.9	0.8	1.0	1.1	1.0
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including slip road from Sham Tseng)	9	Eastbound	6 300	1.0	0.9	0.9	1.0	0.9

Notes

¹ Utilisation rates for Route 6 and Route 10 are not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Route 10 refers to Kong Sham Western Highway. Since no peak hour traffic flow data is available in the Annual Traffic Census, the corresponding utilisation rate cannot be compiled.

² The utilisation rate refers to the ratio of traffic volume to design capacity at the morning peak hours (i.e. the busiest one hour from 7:00 am to 10:00 am on weekdays). The traffic volume statistics are currently available up to 2016.

Design capacity and peak-hour utilisation rate of various tunnels

Tunnel	Direction	Design Capacity (vehicles/hour)	Utilisation Rates ³				
			2012	2013	2014	2015	2016
Aberdeen Tunnel (AT)	Northbound	2 600	0.7	0.7	0.6	0.6	0.6
	Southbound	2 600	0.8	0.8	0.8	0.8	0.7
Cross Harbour Tunnel (CHT)	Northbound	2 600	1.1	1.1	1.1	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1	1.1	1.1
Eastern Harbour Crossing (EHC)	Northbound	2 600	1.0	1.0	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0	1.1	1.0
Western Harbour Crossing (WHC)	Northbound	4 200	0.5	0.5	0.5	0.6	0.6
	Southbound	4 200	0.5	0.5	0.6	0.6	0.6
Lion Rock Tunnel (LRT)	Northbound	2 600	0.9	0.9	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0	1.0	1.0
Tate's Cairn Tunnel (TCT)	Northbound	2 600	0.8	0.7	0.8	0.8	0.8
	Southbound	2 600	0.8	0.8	0.8	0.9	0.8
Tseung Kwan O Tunnel (TKOT)	Westbound	2 600	1.0	1.0	1.0	1.0	1.0
	Eastbound	2 600	1.0	1.0	1.0	1.0	1.0
Eagle's Nest Tunnel & Shatin Heights Tunnel (ENT/SHT)	Westbound	4 700	0.3	0.3	0.4	0.4	0.4
	Eastbound	4 700	0.3	0.4	0.4	0.4	0.5
Shing Mun Tunnels (SMT)	Westbound	2 600	0.7	0.7	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.7	0.7	0.7
Tai Lam Tunnel (TLT)	Northbound	4 700	0.4	0.4	0.4	0.4	0.4
	Southbound	4 700	0.5	0.5	0.5	0.5	0.5

Note

³

The utilisation rate refers to the ratio of traffic volume at peak hours (i.e. the average hourly traffic volume from 7:00 a.m. to 10:00 a.m. and from 5:00 p.m. to 8:00 p.m. on weekdays) to tunnel design capacity, based on data compiled by tunnel operators.

Toll level of various tunnels

Vehicle type	CHT	EHC	AT	LRT	SMT	TKO T	ENT/ SHT	TLT	WHC	TCT
Motor cycles, motor tricycles	\$8	\$13	\$5 (Flat toll)	\$8 (Flat toll)	\$5 (Flat toll)	\$3 (Flat toll)	\$8 (Flat toll)	\$20	\$25	\$15
Private cars	\$20	\$25						\$44	\$65	\$20
Taxis	\$10	\$25 / \$15 ⁴						\$44	\$60	\$20
Public light buses	\$10	\$38						\$100	\$75	\$23
Private light buses	\$10	\$38						\$100	\$75	\$24
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38						\$45	\$75	\$24
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50						\$50	\$100	\$28
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75						\$55	\$130	\$28
Public and private single-decked buses	\$10	\$50						\$130	\$120	\$32
Public and private double-decked buses	\$15	\$75						\$153	\$170	\$35
Each additional axle in excess of two	\$10	\$25						Free of charge	\$30	\$24

Note

⁴ For empty taxis using the tunnel.

Operating costs of various tunnels

Tunnel⁵	2016-17 (\$ million)	2015-16 (\$ million)	2014-15 (\$ million)	2013-14 (\$ million)	2012-13 (\$ million)
CHT ⁶	70	63	63	63	63
EHC ^{6,7}	67	-	-	-	-
AT ⁸	77	71	73	69	67
LRT ⁸	75	69	74	70	73
SMT ⁸	67	65	57	55	55
TKOT ⁸	55	53	53	52	51
ENT/SHT ^{8,9}	300	271	260	270	292

Notes

- ⁵ TLT, WHC and TCT are not included, as they are “Build-Operate-Transfer” projects which are owned and operated by the respective franchisees.
- ⁶ EHC and CHT were “Build-Operate-Transfer” projects. The capital cost of EHC and CHT were not contributed by the Government. The figures provided in the above table represent the management fee paid to the contractors for the year concerned.
- ⁷ EHC reverted to Government ownership on 7 August 2016, upon expiry of the “Build-Operate-Transfer” franchise.
- ⁸ These tunnels were constructed by the Government. The operating costs have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.
- ⁹ The operating costs cover all related infrastructures for the section of Route 8 between Shatin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, ENT/SHT.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)135

(Question Serial No. 1955)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of the review of the serious Tai Po accident happened in early this year? Are there any measures to prevent the occurrence of the accident? Will additional resources be deployed to review the safety of bends of other roads in Hong Kong? If yes, what are the details?

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 45)

Reply:

The Government attaches great importance to recent serious accidents involving franchised buses, and especially the serious bus accident happened in Tai Po in February this year. The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service, chaired by a judge with two other members, has been set up to comprehensively review the operation and monitoring of franchised buses from the point of view of safety so as to ensure that public bus services of Hong Kong are safe and reliable. The Committee will make its best endeavours to submit its report within nine months.

On the other hand, the Transport Department (TD) has set up a working group comprising representatives from all franchised bus companies and major bus manufacturers to study measures to enhance bus safety in two main areas viz. the use of technology in vehicle design and installations, as well as enhancement of bus driver training. Moreover, in the aftermath of the serious accident at Tai Po Road, the TD is comprehensively reviewing the road environment and relevant traffic management measures of the subject road section, including reviewing whether the speed limit should be changed and whether the warning traffic signs and road markings should be enhanced to further promote road safety. The findings of this review of Tai Po Road are expected to be available before end April 2018.

Road safety is the Government's prime concern. Generally, the TD conducts investigation at 100 locations with clusters of injury accidents (including junctions, bends and other road sections) every year. Detailed investigations are carried out to examine if there are any distinct accident patterns and identify common factors contributing to these accidents.

Road safety enhancement measures will be proposed to address the common factors identified and to improve the road safety of Hong Kong.

The above work by the TD is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses incurred.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)136

(Question Serial No. 1956)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters relating to bicycle in Hong Kong, will the Government inform this Committee of:

1. the numbers of complaints about bicycles received by government departments and among them, the numbers of complaints about "bicycle-sharing";
2. the total number of clearance operations against illegally parked bicycles, the total number of bicycles confiscated and, among them, the number of those which were "shared bicycles";
3. the numbers of accidents involving bicycles in the past three years;
4. the numbers of bicycle parking spaces currently provided in various districts;
5. any specific measures to be taken by the Government to improve existing cycle tracks and associated facilities and the expenditure involved; and
6. the progress of taking forward the development of the cycle track network in the New Territories.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 46)

Reply:

1. In 2017-18 (up to February 2018), there were 3 257 complaints relating to bicycles received by the Government via the 1823 Call Centre (including those sent to the Transport Department (TD)). Among these complaints, 645 were related to dockless automated bicycle rental service.

2. In 2017-18 (up to December 2017), the Government conducted 406 joint clearance operations against illegally parked bicycles, and 9 008 bicycles were removed. Among the removed bicycles, 312 were dockless automated rental bicycles.
3. The numbers of traffic accidents involving bicycles in 2015, 2016 and 2017 were 2 511, 2 087 and 1 917 respectively.
4. The numbers of public bicycle parking spaces as at February 2018 are tabulated in Annex.
5. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million.

As for the approximately 800 remaining improvement sites, the TD has started local consultation since December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

6. The comprehensive cycle track network in the New Territories broadly comprises two backbone sections. Regarding the 60 km-long backbone section between Tuen Mun and Ma On Shan, about 50 km of the section from Tuen Mun to Yuen Long and from Sheung Shui to Ma On Shan has been completed and is open to the public. Construction of the remaining cycle track from Yuen Long to Sheung Shui is anticipated to be completed by early 2020. As regards the 22 km-long backbone section between Tsuen Wan and Tuen Mun, the Civil Engineering and Development Department (CEDD) plans to seek funding approval from the Finance Committee of Legislative Council for commencing the construction of the proposed advance works of the cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan as early as practicable. The CEDD will also continue with the alignment review and design of the remaining sections from Bayview Garden to Tuen Mun.

Number of Existing Bicycle Parking Spaces by Districts

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 076
North	6 369
Sai Kung	5 762
Sha Tin	12 311
Tai Po	6 472
Tsuen Wan	107
Tuen Mun	6 016
Yuen Long	15 584
Total	59 065

- End -

CONTROLLING OFFICER'S REPLY**THB(T)137****(Question Serial No. 1958)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of newly registered private cars and other vehicle classes in the past five years with breakdown by fuel type.

Asked by: Hon CHAN Hak-kan (Member Question No. (LegCo use): 48)Reply:

The numbers of newly registered vehicles in the past five calendar years with breakdown by vehicle class and fuel type are tabulated below:

2013

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total
Motorcycle	4 346	0	14	0	4 360
Private car	44 998	349	35	0	45 382
Taxi	14	0	33	718	765
Franchised bus	0	458	1	0	459
Non-franchised public bus	0	497	0	0	497
Private bus	0	54	3	0	57
Public light bus	0	18	0	29	47
Private light bus	0	234	0	104	338
Goods vehicle	36	9 189	24	0	9 249
Special purpose vehicle	6	123	20	12	161

2014

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 109	0	25	0	5 134
Private car	44 245	1 546	845	0	46 636
Taxi	0	0	15	1 699	1 714
Franchised bus	0	455	0	0	455
Non-franchised public bus	0	712	4	0	716
Private bus	0	52	0	0	52
Public light bus	0	40	0	52	92
Private light bus	0	342	0	95	437
Goods vehicle	41	13 221	9	0	13 271
Special purpose vehicle	3	85	2	9	99

2015

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 037	0	0	0	6 037
Private car	46 122	1 593	2 607	0	50 322
Taxi	0	0	0	2 340	2 340
Franchised bus	0	866	8	0	874
Non-franchised public bus	0	737	3	0	740
Private bus	0	62	1	0	63
Public light bus	0	73	0	91	164
Private light bus	0	369	0	35	404
Goods vehicle	10	14 446	11	0	14 467
Special purpose vehicle	2	82	7	17	108

2016

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 542	0	2	0	5 544
Private car	36 266	1 896	3 020	0	41 182
Taxi	2	0	1	1 819	1 822
Franchised bus	0	836	5	0	841
Non-franchised public bus	0	803	0	0	803
Private bus	0	88	0	0	88
Public light bus	0	113	0	101	214
Private light bus	0	219	4	100	323
Goods vehicle	27	10 760	11	0	10 798
Special purpose vehicle	1	150	4	18	173

2017

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 801	0	2	0	5 803
Private car	35 536	4 246	3 860	0	43 642
Taxi	0	0	0	1 947	1 947
Franchised bus	0	684	15	0	699
Non-franchised public bus	0	648	2	0	650
Private bus	0	69	1	0	70
Public light bus	0	54	0	168	222
Private light bus	0	172	1	97	270
Goods vehicle	62	10 500	12	0	10 574
Special purpose vehicle	0	117	11	19	147

- End -

CONTROLLING OFFICER'S REPLY

THB(T)138

(Question Serial No. 1435)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the policy of increasing the seating capacity of public light buses (PLBs), please advise on the following:

- (1) What is the number of PLBs which have the seating capacity increased from 16 to 19? What is the proportion of such PLBs in the market?
- (2) Further to question (1) above, are these PLBs all operated as green minibuses (GMBs)?
- (3) Has the Government conducted any assessment on how the operating conditions of these operators have improved (such as increases in revenue, etc.) after the seating capacity of their PLBs increased from 16?
- (4) What is the estimated number of PLB operators who will have the seating capacity of their PLBs increased to 19 by the end of this year according to the Government's forecast? What are the PLB routes involved and their number?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 1)

Reply:

(1) and (2)

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. As at 2 March 2018, 384 19-seat PLBs have been registered, accounting for about 9% of the total registered fleet of 4 350 PLBs. Among these 384 19-seat PLBs registered, 324 are GMBs deployed on 170 GMB routes, and 60 are red minibuses.

(3) and (4)

The Transport Department (TD) encourages PLB operators to acquire 19-seat PLBs as appropriate, taking into account the conditions of the existing vehicles, passenger demand, and the operational and financial situations of individual routes or route packages. The TD

does not have any forecast on the number of 19-seat PLBs that may be registered by end 2018.

The TD will launch a regular survey on the market occupancy rate of light buses in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)139****(Question Serial No. 1436)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding franchised bus services, it is understood that bus companies are required to adjust bus fares in accordance with the fare adjustment arrangement (FAA). Please advise on the fare adjustment situation of each franchised bus company in the past three years, and please provide the information using the table below:

Franchised bus companies	Fare adjustment rate under the FAA(%)	Actual fare adjustment rate in the year (%)
Kowloon Motor Bus Company (1933) Limited		
Long Win Bus Company Limited		
New World First Bus Services Limited (NWFB)		
Citybus Limited (CTB)		
New Lantao Bus Company Limited		

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 2)Reply:

Under the FAA for franchised buses, the Government should take into account a basket of factors in assessing bus fare adjustment applications, including the changes in operating costs and revenue; forecast of future costs, revenue and return; the need to provide the bus company with a reasonable rate of return; public acceptability and affordability; the quality and quantity of service provided; and the outcome of the formula for a supportable fare adjustment rate (SFAR), which is calculated by:

$$(0.5 \times \text{Change in Wage Index for the Transportation Section}) + (0.5 \times \text{Change in Composite Consumer Price Index}) - (0.5 \times \text{Productivity Gain})$$

The outcome of the SFAR formula does not operate as an automatic determinant of the fare adjustment outcome.

There was no fare adjustment for franchised bus services in the past three years. On 24 August 2017, the NWFB and CTB (Franchise for Hong Kong Island and Cross Harbour Bus Network) each submitted an application to the Transport Department (TD) for an overall average rate of fare increase of 12%. The TD is assessing their fare increase applications.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)140****(Question Serial No. 1438)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the Transport Department (TD)'s handling of fare adjustment of green minibuses (GMBs) in the past year and the financial impact on the operators. Please provide the information using the table below.

GMB route	Percentage increase applied for	Percentage increase approved	Financial impact on the operator after the fare increase

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 4)Reply:

The latest situation on fare adjustment applications of GMB routes received by the TD in 2017-18 is as follows:

	GMB route	Application date	Fare adjustment applied for	Result
1.	Kowloon (Kln) 5M	April 2017	To increase by 22.2%	To be increased by 8.9%
2.	Kln 37A	April 2017	To increase by 10.5%	Increased by 7.9%
3.	Kln 37M	April 2017	To increase by 10.5%	Increased by 7.9%
4.	New Territories (NT) 27	April 2017	To increase by 13.7%	To be increased by 8.2%
5.	NT 27A	April 2017	To increase by 12.8%	To be increased by 9%
6.	NT 27B	April 2017	To increase by 12.8%	To be increased by 9%
7.	NT 39	April 2017	To increase by 11.9%	To be increased by 10.2%
8.	NT 39A	April 2017	To increase by 11.9%	To be increased by 10.2%
9.	NT 68K	April 2017	To increase by 13.2%	To be increased by 5.7%
10.	NT 69K	April 2017	To increase by 11.1%	To be increased by 4.8%

GMB route		Application date	Fare adjustment applied for	Result
11.	NT 501A	April 2017	To increase by 20%	To be increased by 13.3%
12.	NT 501K	April 2017	To increase by 20%	To be increased by 13.3%
13.	NT 501S	April 2017	To increase by 20%	To be increased by 14.7%
14.	NT 811	April 2017	To increase by 13.6%	To be increased by 9.1%
15.	NT 811A	April 2017	To increase by 11.1%	To be increased by 9.9%
16.	NT 811P	April 2017	To increase by 16.3%	To be increased by 11.6%
17.	NT 811S	April 2017	To increase by 13.6%	To be increased by 11.4%
18.	NT 310M	May 2017	To increase by 10%	To be increased by 10%
19.	NT 312	May 2017	To increase by 7.8%	Increased by 7.8%
20.	NT 313	May 2017	To increase by 7.6%	Increased by 7.6%
21.	NT 410	May 2017	To increase by 9%	To be increased by 10.3%
22.	Hong Kong Island (HKI) 22	June 2017	To increase by 13.3%	Increased by 10.7%
23.	HKI 22S	June 2017	To increase by 13.3%	Increased by 10.7%
24.	HKI 22X	June 2017	To increase by 13.3%	Increased by 10.7%
25.	HKI 23	June 2017	To increase by 18.2%	Increased by 12.7%
26.	HKI 23M	June 2017	To increase by 18.2%	Increased by 12.7%
27.	HKI 65	June 2017	To increase by 21.9%	Increased by 7.8%
28.	HKI 65A	June 2017	To increase by 21.9%	Increased by 7.8%
29.	NT 57K	June 2017	To increase by 9.6%	To be increased by 5.8%
30.	NT 58K	June 2017	To increase by 10.6%	To be increased by 6.4%
31.	NT 58S	June 2017	To increase by 10.5%	To be increased by 6.3%
32.	NT 59K	June 2017	To increase by 10.6%	To be increased by 7.1%
33.	NT 20A	July 2017	To increase by 14.8%	To be increased by 5.6%
34.	NT 20B	July 2017	To increase by 15.9%	To be increased by 5.8%
35.	NT 20C	July 2017	To increase by 15.1%	To be increased by 5.5%
36.	NT 20E	July 2017	To increase by 15.1%	To be increased by 5.5%
37.	NT 20K	July 2017	To increase by 14.8%	To be increased by 4.9%
38.	NT 20M	July 2017	To increase by 14.8%	To be increased by 5.6%
39.	NT 20P	July 2017	To increase by 14.8%	To be increased by 5.6%
40.	NT 20R	July 2017	To increase by 15.5%	To be increased by 5.2%
41.	NT 20S	July 2017	To increase by 16.7%	To be increased by 6.3%
42.	NT 20T	July 2017	To increase by 15.9%	To be increased by 5.8%
43.	NT 20X	July 2017	To increase by 14.8%	To be increased by 5.6%
44.	NT 21A	July 2017	To increase by 16.3%	To be increased by 7%
45.	NT 21K	July 2017	To increase by 15.5%	To be increased by 5.2%
46.	NT 22K	July 2017	To increase by 15.2%	To be increased by 6.1%
47.	NT 23K	July 2017	To increase by 14.9%	To be increased by 6.4%
48.	NT 23S	July 2017	To increase by 15.4%	To be increased by 5.8%
49.	NT 90A	July 2017	To increase by 50%	Being processed
50.	NT 90P	July 2017	To increase by 50%	Being processed
51.	NT 91	July 2017	To increase by 38.5%	Being processed
52.	NT 91A	July 2017	To increase by 44.4%	Being processed
53.	Kln 23	August 2017	To increase by 16.7%	Being processed
54.	Kln 23B	August 2017	To increase by 12.5%	Being processed
55.	Kln 23C	August 2017	To increase by 16.7%	Being processed
56.	Kln 23M	August 2017	To increase by 16.7%	Being processed
57.	Kln 23S	August 2017	To increase by 7.1%	Being processed
58.	Kln 24	August 2017	To increase by 26.3%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
59.	Kln 24M	August 2017	To increase by 14.7%	Being processed
60.	NT 36	August 2017	To increase by 23%	Being processed
61.	NT 37	August 2017	To increase by 23%	Being processed
62.	NT 38	August 2017	To increase by 23%	Being processed
63.	NT 80	August 2017	To increase by 15.6%	Being processed
64.	NT 95	August 2017	To increase by 16.2%	Being processed
65.	NT 95A	August 2017	To increase by 16.1%	Being processed
66.	NT 95K	August 2017	To increase by 16.2%	Being processed
67.	NT 95M	August 2017	To increase by 16.1%	Being processed
68.	NT 96	August 2017	To increase by 15.6%	Being processed
69.	NT 96A	August 2017	To increase by 13.6%	Being processed
70.	NT 96B	August 2017	To increase by 16.2%	Being processed
71.	NT 96C	August 2017	To increase by 15.6%	Being processed
72.	NT 96M	August 2017	To increase by 15.6%	Being processed
73.	NT 96P	August 2017	To increase by 16.2%	Being processed
74.	NT 401	August 2017	To increase by 11.1%	Being processed
75.	NT 402S	August 2017	To increase by 9%	Being processed
76.	NT 601	August 2017	To increase by 11.9%	Being processed
77.	NT 601B	August 2017	To increase by 8.1%	Being processed
78.	NT 601C	August 2017	To increase by 9.1%	Being processed
79.	NT 602	August 2017	To increase by 11.9%	Being processed
80.	NT 602C	August 2017	To increase by 9.1%	Being processed
81.	NT 603	August 2017	To increase by 11.9%	Being processed
82.	NT 604	August 2017	To increase by 18.4%	Being processed
83.	NT 605	August 2017	To increase by 17.9%	Being processed
84.	NT 606S	August 2017	To increase by 4.2%	Being processed
85.	NT 807A	August 2017	To increase by 20.9%	Being processed
86.	NT 807B	August 2017	To increase by 20%	Being processed
87.	NT 807K	August 2017	To increase by 20%	Being processed
88.	NT 807P	August 2017	To increase by 20.9%	Being processed
89.	HKI 45A	September 2017	To increase by 15.4%	To be increased by 5.8%
90.	HKI 45S	September 2017	To increase by 15.4%	To be increased by 5.8%
91.	NT 50A	September 2017	To increase by 10.9%	Being processed
92.	NT 50K	September 2017	To increase by 10.9%	Being processed
93.	NT 51K	September 2017	To increase by 10.3%	Being processed
94.	NT 113	September 2017	To increase by 10.5%	Being processed
95.	HKI 4A	October 2017	To increase by 14.6%	Being processed
96.	HKI 4B	October 2017	To increase by 12.9%	Being processed
97.	HKI 4C	October 2017	To increase by 14.6%	Being processed
98.	HKI 4M	October 2017	To increase by 7.1%	Being processed
99.	HKI 4S	October 2017	To increase by 56.3%	Being processed
100.	HKI N4X	October 2017	To increase by 14.6%	Being processed
101.	HKI 5	October 2017	To increase by 19.3%	Being processed
102.	HKI 5M	October 2017	To increase by 7.1%	Being processed
103.	HKI 8	October 2017	To increase by 8.5%	Being processed
104.	HKI 8X	October 2017	To increase by 8.5%	Being processed
105.	HKI 35M	October 2017	To increase by 12.9%	Being processed
106.	HKI 51	October 2017	To increase by 13.3%	Being processed
107.	HKI 51A	October 2017	To increase by 13.3%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
108.	HKI 51S	October 2017	To increase by 14.3%	Being processed
109.	HKI 63	October 2017	To increase by 12.3%	Being processed
110.	HKI 63A	October 2017	To increase by 9.8%	Being processed
111.	HKI 69	October 2017	To increase by 14.8%	Being processed
112.	HKI 69A	October 2017	To increase by 16.7%	Being processed
113.	HKI 69X	October 2017	To increase by 16.3%	Being processed
114.	NT 83A	October 2017	To increase by 12.7%	Being processed
115.	NT 85	October 2017	To increase by 12.7%	Being processed
116.	NT 86	October 2017	To increase by 12.7%	Being processed
117.	NT 86A	October 2017	To increase by 12.3%	Being processed
118.	NT 86M	October 2017	To increase by 12.7%	Being processed
119.	NT 403	October 2017	To increase by 14.6%	Being processed
120.	NT 403A	October 2017	To increase by 14.6%	Being processed
121.	NT 403P	October 2017	To increase by 14.6%	Being processed
122.	NT 403X	October 2017	To increase by 14.6%	Being processed
123.	HKI 30	November 2017	To increase by 13%	Being processed
124.	HKI 66	November 2017	To increase by 16.7%	Being processed
125.	HKI 66A	November 2017	To increase by 16.7%	Being processed
126.	HKI 68	November 2017	To increase by 17.4%	Being processed
127.	Kln 70	November 2017	To increase by 9.6%	Being processed
128.	Kln 70A	November 2017	To increase by 9.6%	Being processed
129.	Kln 83A	November 2017	To increase by 13.5%	Being processed
130.	Kln 83M	November 2017	To increase by 13.5%	Being processed
131.	NT 46	November 2017	To increase by 8.5%	Being processed
132.	NT 46A	November 2017	To increase by 8.5%	Being processed
133.	NT 502	November 2017	To increase by 12.5%	Being processed
134.	HKI 52	December 2017	To increase by 14.6%	Being processed
135.	Kln 18M	December 2017	To increase by 11.1%	Being processed
136.	Kln 19	December 2017	To increase by 20.8%	Being processed
137.	Kln 19A	December 2017	To increase by 11.4%	Being processed
138.	Kln 19M	December 2017	To increase by 15.4%	Being processed
139.	Kln 19S	December 2017	To increase by 15.4%	Being processed
140.	Kln 60	December 2017	To increase by 10.6%	Being processed
141.	Kln 66S	December 2017	To increase by 10.4%	Being processed
142.	Kln 69	December 2017	To increase by 14.4%	Being processed
143.	Kln 69A	December 2017	To increase by 12.2%	Being processed
144.	NT 40	December 2017	To increase by 10%	Being processed
145.	NT 41	December 2017	To increase by 9.1%	Being processed
146.	NT 97A	December 2017	To increase by 9.6%	Being processed
147.	NT 99	December 2017	To increase by 12.1%	Being processed
148.	HKI 39C	January 2018	To increase by 14.3%	Being processed
149.	HKI 39M	January 2018	To increase by 16.3%	Being processed
150.	HKI 39S	January 2018	To increase by 14.3%	Being processed
151.	HKI 40	January 2018	To increase by 15.7%	Being processed
152.	HKI 40X	January 2018	To increase by 15.7%	Being processed
153.	Kln 45B	January 2018	To increase by 30.8%	Being processed
154.	Kln 45M	January 2018	To increase by 30.8%	Being processed
155.	NT 1	January 2018	To increase by 18%	Being processed
156.	NT 1A	January 2018	To increase by 18%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
157.	NT 1S	January 2018	To increase by 16.5%	Being processed
158.	NT 2	January 2018	To increase by 27.7%	Being processed
159.	NT 7	January 2018	To increase by 15.7%	Being processed
160.	NT 9	January 2018	To increase by 10.3%	Being processed
161.	NT 109M	January 2018	To increase by 14.3%	Being processed
162.	NT 481	January 2018	To increase by 14.6%	Being processed
163.	NT 481A	January 2018	To increase by 14.6%	Being processed
164.	NT 481B	January 2018	To increase by 14.6%	Being processed
165.	NT 482	January 2018	To increase by 14.1%	Being processed
166.	HKI 54	February 2018	To increase by 20%	Being processed
167.	HKI 54M	February 2018	To increase by 15.1%	Being processed
168.	HKI 54S	February 2018	To increase by 15.1%	Being processed
169.	HKI 55	February 2018	To increase by 14.3%	Being processed
170.	Kln 13	February 2018	To increase by 20%	Being processed
171.	Kln 13A	February 2018	To increase by 28.6%	Being processed
172.	NT 28K	February 2018	To increase by 2%	Being processed
173.	NT 28S	February 2018	To increase by 5.6%	Being processed

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by the TD may differ. In some cases, the TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 14 GMB routes had applied for fare increase but their applications were rejected by the TD.

The financial situation of the above GMB routes with fare increases implemented in 2017 will be reflected in the operators' annual financial return for the financial year between April 2017 and March 2018 to be submitted to the TD in mid-2018. The TD will then assess the latest financial situation of these GMB routes after implementation of the fare increases.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)141

(Question Serial No. 1439)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) mentioned that they will continue to improve the existing cycle tracks and the associated facilities in nine new towns in the New Territories. Besides, they will review the pre-selected bicycle prohibition zones (BPZs) on roads in Hong Kong. Please advise on the following:

- (1) What are the details of the concerned improvement schemes?
- (2) How much funding is allocated to the above-mentioned improvement schemes?
- (3) What is the timetable to complete the concerned facilities in various districts?
- (4) After the completion of improvement schemes for cycle tracks, what will be the length of cycle tracks by districts in Hong Kong? What are the annual expenditures for maintenance and management of cycle tracks by districts?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 5)

Reply:

(1), (2) and (3)

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are set out in Annex 1.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department (HyD). The estimated cost and implementation timetable are yet to be determined.

As regards BPZs, the TD has identified about ten BPZs which could be lifted, after reviewing the impacts on road safety and traffic. The TD consulted the views of cycling associations in 2017 and has commenced consultation with relevant District Councils in January 2018. The TD plans to implement the lifting of BPZs after securing local support.

(4)

The above improvement measures will slightly increase the total length of cycle tracks managed by the TD but the actual increase is subject to smooth implementation of the proposed improvement works. The length of cycle tracks currently managed by the TD is tabulated in Annex 2.

The cycle tracks are managed by the existing staff of the TD. There is no separate breakdown of expenditure for such work. According to the HyD, the expenditure on maintenance of the cycle tracks is about \$4.5 million in 2017-18. There is no separate breakdown of maintenance expenditure by districts.

**Locations for the First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan		<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> • On Ning Garden • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road / On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road / Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre
Fanling / Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	depot • Po Shek Wu Road outside Hing Yan Tsuen • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station	

For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

Length of Existing Cycle Tracks by Districts

District	Length of cycle tracks (km)
Central & Western	0
Wan Chai	0
Eastern	0
Southern	0.3
Kowloon City	0
Sham Shui Po	0
Kwun Tong	0
Kwai Tsing	0
Yau Tsim Mong	0
Wong Tai Sin	0
Islands	14
North	27
Sai Kung	22
Sha Tin	57
Tai Po	36
Tsuen Wan	0
Tuen Mun	20.1
Yuen Long	46.4
Total	222.8

- End -

CONTROLLING OFFICER'S REPLY**THB(T)142****(Question Serial No. 1440)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the bus routes currently plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin, the total daily departures of each bus route as well as the annual toll revenue collected from buses using the respective tunnels by completing the table below.

Tunnel Name	Number of bus routes plying	Total daily trips	Toll revenue collected from buses last year
Cross-Harbour Tunnel			
Eastern Harbour Crossing			
Western Harbour Crossing			
Lion Rock Tunnel			
Tate's Cairn Tunnel			
Eagle's Nest Tunnel			

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 6)Reply:

The number of franchised bus routes and the number of daily trips plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin are set out below:

Tunnel	Number of franchised bus routes plying (as at the end of 2017)#	Total daily trips (as at the end of 2017)
Cross-Harbour Tunnel	33	4 441
Eastern Harbour Crossing	22	2 083
Western Harbour Crossing	32	3 318
Lion Rock Tunnel	32	3 260

Tunnel	Number of franchised bus routes plying (as at the end of 2017)#	Total daily trips (as at the end of 2017)
Tate's Cairn Tunnel	31	3 977
Eagle's Nest Tunnel	19	701

Main and supplementary services of a bus route of the same route group are counted as one route only.

The toll collection systems of the tunnels keep the record of toll collected for the vehicle class of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) only. The toll revenue collected from buses by the respective tunnels in 2017 is tabulated as follows:

Tunnel	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2017 (\$ million)
Cross-Harbour Tunnel	42
Eastern Harbour Crossing	75
Western Harbour Crossing	267
Lion Rock Tunnel	Not applicable*
Tate's Cairn Tunnel	63
Eagle's Nest Tunnel	5

* Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle class, the Transport Department does not have records of buses using the toll collection system of Lion Rock Tunnel.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)143****(Question Serial No. 1441)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Transport Department (TD)'s processing of applications for Hire Car Permits (HCPs), please advise on:

1. the numbers of HCPs issued by the TD in the past 3 years and the amounts of fees charged; and
2. the types of commercial activities engaged by the holders of the above HCPs, with tabulated breakdown by 5 or more categories.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 7)Reply:(1) and (2)

Hire car provides high-end personalised and point-to-point services, the demand for which may not be met by regular modes of public transport services. Different types of HCPs are issued by TD to cater for different service and trip purposes.

The numbers of newly issued HCPs (excluding renewal applications) between 2015 and 2017 with breakdown by service types (with specifications of the activities thereunder) are set out in the table below:

Service Types of HCPs	Number of new HCPs issued (excluding renewal applications)		
	2015	2016	2017
(a) Hotel service: - for the carriage of guests of a designated hotel	15	4	9
(b) Tour service: - for the carriage of clients of a designated tourist agent	3	1	13

Service Types of HCPs	Number of new HCPs issued (excluding renewal applications)		
	2015	2016	2017
(c) Private service (limousine): <ul style="list-style-type: none"> - for the carriage of clients of a contracted company, or individuals requiring personalised high-end transportation - for the carriage of clients of special needs, such as wedding and wheelchair accessible vehicles, etc. 	11	13	44
(d) Private service (limousine - cross boundary): <ul style="list-style-type: none"> - for the carriage of clients of a contracted company, or individuals requiring personalised high-end transportation crossing the boundary 	15	0	0
Total	44	18	66

The fee payable for an HCP is \$1,000 for a period of over 4 months to 12 months and \$350 for a period of 4 months or less.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)144

(Question Serial No. 1442)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

To enhance vehicle safety, the Transport Department (TD) indicated that the vehicle regulations and safety standards would be reviewed and amended. Will the concerned review involve the vehicle regulations and safety standards of buses? If yes, what are the details?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 8)

Reply:

The TD regularly reviews the safety requirements and standards of vehicles, including buses, by making reference to international standards and requirements. The TD has recently formed a working group on enhancement of safety of franchised buses, comprising representatives from the TD, all franchised bus companies and major bus manufacturers to review and study the technical feasibility, applicability, cost-effectiveness as well as implementation and other issues related to the installation of new on-vehicle safety devices or technology (such as collision prevention device, electronic stability control, speed control device etc.) to assist drivers and enhance road safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)145****(Question Serial No. 1444)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the management contract sums, financial positions and the usage of the following tunnels or strategic roads:

Tunnel / Strategic Route	Management Contract Sum	Financial Position (Profit / Loss)	Average Daily Usage
Lantau Link			
Eagle's Nest Tunnel			
Eastern Harbour Crossing (EHC)			
Lion Rock Tunnel			
Cross-Harbour Tunnel (CHT)			

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 10)Reply:

The management contract sums (i.e. fees paid to the management, operation and maintenance (MOM) contractors), financial positions and the usage of the following tunnels and strategic roads in 2016-17 are tabulated as follows:

Tunnel / Strategic Route	Revenue ^(Note 1) (\$ million)	Expenditure ^(Note 2) (\$ million)	Management Fees to MOM contractors (\$ million)	Average Daily Usage
Lantau Link	597	305	111	89 116
Route 8K (which includes Eagle's Nest Tunnel)	163	300	102	55 558
EHC	555	67	67 ^(Note 3)	76 620

Tunnel / Strategic Route	Revenue ^(Note 1) (\$ million)	Expenditure ^(Note 2) (\$ million)	Management Fees to MOM contractors (\$ million)	Average Daily Usage
Lion Rock Tunnel	273	75	35	92 980
CHT	734	70	70	114 830

Note 1: The revenue figures include toll receipts and other miscellaneous receipts.

Note 2: Lantau Link, Route 8K and Lion Rock Tunnel were constructed by the Government. The figures on the expenditure of these tunnels and bridges include the fees paid to MOM contractors and depreciation charges of the capital costs for the years concerned, etc.

The EHC and the CHT were “Build-Operate-Transfer” projects. The capital costs of these two tunnels were not contributed by the Government. The figures on the expenditure of these two tunnels only represent the fees paid to the contractors for the year concerned.

Note 3: EHC reverted to Government ownership on 7 August 2016 upon expiry of its “Build-Operate-Transfer” franchise. The revenue, expenditure and management contract sum for EHC only covers the period from 7 August 2016 to 31 March 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)146

(Question Serial No. 1445)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “Driving on Lantau Island Scheme” (the Scheme), what is the application situation since its implementation? Please provide the number of applications per month and the approval situation.

Separately, the Government has indicated that the second phase of the Scheme will be reviewed. What are the details?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 11)

Reply:

The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving their own private cars on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars. Since the introduction of the Scheme, the response has been very positive, with the overall utilisation rate exceeding 90%. In 2017, the average number of successful applications per month was about 480.

The TD will review the implementation timetable for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant stakeholders' views.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)147****(Question Serial No. 1446)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the problem of parking spaces in Hong Kong, please advise on the following:

1. What are the numbers of parking spaces for private cars and commercial vehicles (CVs) in the 18 districts of Hong Kong? Please provide the information in the table below.

District	Number (No.) of private car parking spaces			No. of CV parking spaces		
	Public car parks	On-street metered parking spaces	Temporary car parks	Public car parks	On-street metered parking spaces	Temporary car parks
e.g. Wan Chai						

2. Does the Government expect any changes in the provision of parking spaces listed above in the coming year? If yes, please provide the details.
3. What are the numbers of parking spaces currently provided at government buildings across the territory (please provide the details)? Among them, how many parking spaces designated for office use are available for use by the public during non-office hours? If yes, please provide the details.
4. The Government has indicated that it will conduct a study on parking policy. What is the progress of the study? What are the expenditure involved and the timetable for the study?

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 12)

Reply:

1. The numbers of public parking spaces for private cars and CVs by districts as at February 2018 are as follows:

District	Private car parking spaces			CV parking spaces		
	Public car parks	On-street metered parking spaces	Temporary car parks	Public car parks	On-street metered parking spaces	Temporary car parks
Central and Western	10 005	443	2	497	106	287
Wan Chai	9 275	954	-	69	26	-
Eastern	12 007	387	1 268	377	112	269
Southern	7 317	592	199	547	85	104
Yau Tsim Mong	13 197	1 480	743	1 691	437	125
Sham Shui Po	8 458	1 166	672	1 904	155	440
Kowloon City	6 666	2 193	1 534	560	228	975
Wong Tai Sin	5 625	277	378	155	118	96
Kwun Tong	13 054	375	971	896	90	233
Tsuen Wan	8 166	457	1 965	990	57	181
Tuen Mun	7 189	996	1 758	764	166	479
Yuen Long	8 153	756	797	407	203	53
North	3 085	913	2 320	277	240	354
Tai Po	4 674	1 262	1 116	188	175	151
Sai Kung	7 757	925	3 048	228	241	223
Sha Tin	14 601	1 370	2 495	914	227	248
Kwai Tsing	8 853	385	2 023	1 851	125	5 656
Islands	6 164	154	67	347	40	-
Total	154 246	15 085	21 356	12 662	2 831	9 874

2. The Government is actively pursuing a number of measures to increase parking spaces. These measures include:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;

- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3. Different government premises are managed by different government departments. The TD does not have a separate breakdown on the number of parking spaces in all government premises. Based on the information provided by the Government Property Agency (GPA), for the 27 Government joint-user general office buildings with car parks under the GPA's management, there are a total of about 2 400 car parking spaces, of which about 1 100 are open for use by the public during non-office hours.
4. The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019. The study includes assessing the parking demand of CVs by district and formulating short to long term measures to address the demand. The consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)148****(Question Serial No. 1447)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government has indicated that the installation of the “stop and go” e-payment facilities would be completed in phases at eight government tolled roads and tunnels by mid of this year. Please advise:

- (1) the numbers of manual toll booths and e-payment facilities in the above eight tolled roads and tunnels; and
- (2) the completion time of installation and the expenses involved.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 13)Reply:(1) and (2)

The Government has obtained funding of \$54.35 million for introducing “stop-and-go” electronic payment (e-payment) facilities at all the manual toll booths of eight government tolled tunnels and roads. The numbers of manual toll booths and the respective dates of introducing the “stop-and-go” e-payment facilities at each of the eight tolled tunnels and roads are tabulated as follows:

Tolled tunnel/road	Number of manual toll booths¹	Dates of introducing “stop-and-go” e-payment facilities
Shing Mun Tunnels	11	23 July 2017
Aberdeen Tunnel	10	24 September 2017
Cross-Harbour Tunnel	10	3 December 2017
Lantau Link (Lantau Toll Plaza)	19	31 December 2017
Tseung Kwan O Tunnel	10	4 February 2018
Lion Rock Tunnel	11	18 March 2018

Tolled tunnel/road	Number of manual toll booths¹	Dates of introducing “stop-and-go” e-payment facilities
Lantau Link (Ma Wan Toll Plaza)	4	End-April 2018 (Planned)
Tsing Sha Highway (Cheung Sha Wan- Sha Tin Section)	17	End-April 2018 (Planned)
Eastern Harbour Crossing	12	July 2018 (Planned)

¹ All manual toll booths are equipped with “stop-and-go” e-payment facilities.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)149****(Question Serial No. 1449)**Head: (186) Transport DepartmentSubhead (No. & title): (700) General Non-RecurrentProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government indicated that it will continue to make Hong Kong more “walkable” and take forward the “Walk in HK” policy under four themes. Please tabulate the details about every completed works or facilities since launching of the policy and the costs involved. Also details about the works/facilities under planning and their costs.

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 15)Reply:

The Government will continue to promote “Walk in HK” with a view to fostering a pedestrian-friendly environment. The Transport Department (TD) has implemented specific measures, the details and costs of which are tabulated as follows:

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
a) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017 at a cost of about \$300,000.	a) The TD plans to extend the walking route search function to Yau Tsim Mong area by end 2018 at an estimated cost of about \$1 million. The TD is also planning to extend the coverage progressively to other areas in Hong Kong in the coming two to three years. In addition, the TD is exploring new features in the Hong Kong e-Transport application to facilitate those in need for barrier-free walking routes. The barrier-free walking route search function covering major shopping areas in Causeway Bay will be available in mid-2018. The cost of developing this function is approximately \$300,000.

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
<p>b) The TD completed synchronisation of traffic lights at 18 staggered crossings in 2017 such that the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go. The cost of the synchronisation works completed is approximately \$160,000.</p> <p>c) The TD has launched a trial scheme to install smart device at signalised pedestrian crossings to lengthen pedestrian green signals time for the elderly and the disabled. The trial has been implemented at four junctions since January 2018. The cost of the smart devices installed in the four junctions is approximately \$2.9 million.</p> <p>d) Under the covered walkway initiative, each of 18 district councils has selected one suitable public walkway for the provision of covers.</p> <p>e) The TD commenced three consultancy studies in end 2017, namely “Consultancy Study on Enhancing Walkability in Hong Kong”, “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to</p>	<p>b) Synchronisation of traffic lights at another 20 suitable staggered crossings is scheduled for completion in 2018, and the cost will be approximately \$180,000.</p> <p>c) The smart device will be installed in five more junctions by the first quarter of 2018, and the estimated cost is approximately \$2 million.</p> <p>d) The TD and the Highways Department (HyD) will continue with the implementation of the 18 covered walkway proposals, and the HyD is conducting feasibility studies on them. The total consultancy fee covering the feasibility studies of 18 proposals are approximately \$4 million to be incurred by the HyD. The TD will explore the relaxation of existing requirements for adding covers to such walkways as stipulated in the Transport Planning and Design Manual in 2018.</p> <p>e) The total consultancy fees of the three studies are approximately \$13.9 million, \$22 million and \$3.6 million respectively. The consultancy fees to be paid for the three studies in 2018-19 are \$5 million, \$8 million and \$3 million respectively. Respective public engagement exercises will be conducted under the three studies in 2018-19.</p>

Completed Initiatives Under “Walk in HK”	Work Plan and Estimated Costs in 2018-19
Sheung Wan – Feasibility Study”. The first two studies are expected to complete in June 2020 and the third one in March 2019.	

- End -

CONTROLLING OFFICER'S REPLY**THB(T)150****(Question Serial No. 3160)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average vehicular speeds at the morning and evening peak hours on the following roads:

Road	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Hong Kong Island								
Canal Road Flyover (south bound)								
Canal Road Flyover (north bound)								
Gloucester Road								
Island Eastern Corridor (section near Victoria Park) (east bound)								
Island Eastern Corridor (section near Victoria Park) (west bound)								
Connaught Road West (east bound)								
Connaught Road West (west bound)								
Connaught Road Central (east bound)								
Connaught Road West (west bound)								
Pedder Street								
Harcourt Road (towards Central)								
Harcourt Road (towards Wan Chai)								
Hennessy Road (towards Central)								

Queen's Road Central (towards Central)								
Kowloon								
Chatham Road North (south bound)								
Chatham Road North (north bound)								
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)								
Gascoigne Road (east bound)								
Gascoigne Road (west bound)								
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)								
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)								
Lung Cheung Road (towards Kwun Tong)								
Lung Cheung Road (towards Tsuen Wan)								
New Territories								
Hiram's Highway near Marina Cove (towards Kowloon)								
Hiram's Highway near Marina Cove (towards Sai Kung)								
Tuen Mun Road Sham Tseng Section (towards Kowloon)								
Tuen Mun Road Sham Tseng Section (towards Tuen Mun)								
Tolo Highway near Royal Ascot (towards Kowloon)								
Tolo Highway near Royal Ascot (towards Sheung Shui)								

- (2) Please provide the average vehicular speeds at the morning and evening peak hours in the following tunnels:

Tunnel	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Cross Harbour Tunnel								
Eastern Harbour Crossing								
Western Harbour Crossing								
Lion Rock Tunnel								

Tunnel	2018 (up to now)	2017	2016	2015	2014	2013	2012	2011
Tate's Cairn Tunnel								
Eagle's Nest Tunnel								
Tseung Kwan O Tunnel								
Aberdeen Tunnel								

Asked by: Hon CHAN Han-pan (Member Question No. (LegCo use): 48)

Reply:

(1) and (2)

The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2011 to 2017 are tabulated at Annex 1 and Annex 2 respectively. Data for 2018 is not available.

It must be emphasised that the average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island														
Canal Road Flyover (south bound) [#]	50	-	38	-	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) [#]	10	-	7	-	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) ⁺	15	26	19	25	19	17	15	14	28	-	17	-	22	-
Gloucester Road (west bound) ⁺	40	25	33	35	26	54	37	34	32	-	37	-	44	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	28	42	37	47	40	39	38	42	19	24	23	28	23	25
Connaught Road West (west bound) [*]	56	56	61	52	56	50	61	53	-	-	-	-	-	-
Connaught Road Central (east bound) ⁺	21	16	19	23	22	19	21	14	16	-	10	-	10	-
Connaught Road Central (west bound) ⁺	22	15	26	25	25	24	28	20	19	-	23	-	23	-
Pedder Street [§]	6	7	7	9	-	-	-	-	5	8	5	6	4	4
Harcourt Road (towards Central) ⁺	43	22	46	33	45	40	48	39	46	-	39	-	45	-
Harcourt Road (towards Wan Chai) ⁺	23	17	34	29	29	20	28	13	36	-	23	-	16	-
Hennessy Road (towards Central)	12	12	15	11	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (towards Central)	18	10	18	12	19	9	19	10	19	10	19	11	15	9
Kowloon														
Chatham Road North (south bound) [#]	4	-	5	-	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) [#]	45	-	39	-	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	7	49	8	59	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) [#]	8	-	20	-	12	-	10	-	14	-	14	-	11	-

Road	Average speed at the morning and evening peak hours [@] [kilometres(km) / hour(hr)]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Gascoigne Road (west bound) [#]	18	-	24	-	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-	61	-	66	-	67	-	66	-
Lung Cheung Road (towards Kwun Tong) [#]	18	-	18	-	21	-	25	-	23	-	26	-	39	-
Lung Cheung Road (towards Tsuen Wan) [#]	32	-	30	-	23	-	29	-	42	-	41	-	48	-
New Territories														
Hiram's Highway near Marina Cove (towards Kowloon) [#]	21	-	19	-	22	-	28	-	27	-	22	-	30	-
Hiram's Highway near Marina Cove (towards Sai Kung) [#]	35	-	39	-	37	-	34	-	38	-	39	-	40	-
Tuen Mun Road Sham Tseng Section (towards Kowloon) [#]	59	-	63	-	53	-	53	-	67	-	52	-	63	-
Tuen Mun Road Sham Tseng Section (towards Tuen Mun) [#]	49	-	68	-	67	-	63	-	32	-	32	-	65	-
Tolo Highway near Royal Ascot (towards Kowloon) [#]	15	-	18	-	24	-	13	-	14	-	18	-	15	-
Tolo Highway near Royal Ascot (towards Sheung Shui) [#]	55	-	59	-	58	-	52	-	71	-	57	-	70	-

[@] They refer to morning peak hours (8:00am – 9:30am) and evening peak hours (5:00pm – 7:00pm) on weekdays.

[#] The Car Journey Time Survey (CJTS) did not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[§] The CJTS only covered Pedder Street in 2017, 2016 and before 2014.

Tunnel	Average speed at the morning and evening peak hours [@] [km/hr]													
	2017		2016		2015		2014		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	32	29	34	32	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	31	43	32	48	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing [^]	49	59	56	60	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	36	40	35	39	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	33	51	34	51	34	49	32	54	43	58	35	58	37	53
Eagle's Nest Tunnel [#]	65	-	68	-	66	-	61	-	72	-	73	-	72	-
Tseung Kwan O Tunnel [#]	47	-	48	-	47	-	47	-	50	-	51	-	52	-
Aberdeen Tunnel ^{**}	30	30	23	23	25	28	22	33	24	-	30	-	28	-

[@] They refer to morning and evening peak hours on weekdays.

[^] The CJTS only covered the morning peak hours before 2013.

[#] The CJTS did not cover the evening peak hours.

^{**} The CJTS only covered the morning peak hours before 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)151

(Question Serial No. 1835)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the districts and routes involved in the bus route planning programme and Area Approach rationalisation plans of the Transport Department (TD) and franchised bus companies in the coming year.

Asked by: Hon CHENG Chung-tai (Member Question No. (LegCo use): 43)

Reply:

Formulating route planning programmes (RPP) to propose service adjustments to franchised bus services with a view to meeting changing passenger needs is an annual exercise of the TD in conjunction with franchised bus companies. The relevant Traffic and Transport Committees (TTCs) of the District Councils (DCs) will be consulted on the proposals in the RPP. For the 2018-19 RPP, the TD and franchised bus companies have proposed 155 bus service adjustment proposals, including 25 service rationalisation proposals and 130 improvement proposals, in all 18 districts. For details of the proposals, please refer to the consultation papers on the 2018-19 RPPs submitted by the TD to the TTCs of the DCs, which can be downloaded at TD's website at http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

In addition to the annual RPP, the TD has been pursuing route rationalisation by using the Area Approach, under which bus service is reviewed holistically for a district or area as a whole rather than on a route-by-route basis to bring maximum overall benefits to the district or area. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans to facilitate coordination between railways and other public transport services. In the past few years, the TD has carried out bus rationalisation under the Area Approach in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western District and Southern District.

As the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is targeted for commissioning in the third quarter of 2018, the TD has formulated public transport plans to facilitate the travel of passengers in accordance with established

practice. The TD has taken into account the existing public transport networks in the vicinity of the West Kowloon Station (WKS) of the XRL and the provision of transport facilities in formulating the public transport arrangements. The public transport arrangements for the WKS include, as an alternative to railways, introducing three new franchised bus routes to provide direct and express bus services between the transport hubs of districts concerned (such as Admiralty, Kwun Tong, Sheung Shui, Tai Po and Shatin, etc.) and the WKS; and rationalising some of the existing franchised bus and Green Minibus services to facilitate passengers' travel between various districts in the territory and the WKS. Moreover, the TD has, as per established practice, consulted the TTCs of the 18 DCs on the proposed public transport arrangements for connecting to the WKS (including the above proposal for introducing new franchised bus routes), and will take into account their views in further refining the plan where appropriate. For details of the proposals, please refer to the consultation papers submitted by the TD to the TTCs of the DCs, which can be downloaded at TD's website at http://www.td.gov.hk/tc/publications_and_press_releases/consultation_papers/transport_department/index.html.

In view of the upcoming commissioning of the Shatin to Central Link (SCL), the TD has commissioned a consultancy study to assess the impact of SCL on other public transport services and devise the relevant public transport service re-organisation plans. The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section of the SCL will be completed for consultation by the third quarter of 2018. The TD will consult the relevant DCs and public transport operators on the study outcome. The part on the Hung Hom to Admiralty section of the SCL will be completed by the first quarter of 2019 and the TD will allow sufficient time for consultation before its commencement of operation by 2021.

The TD will continue to monitor the bus services in each district and carry out rationalisation exercises as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)152****(Question Serial No. 2903)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development
 (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the total numbers and growth rates of “metered” parking spaces and those available for use by disabled motorists in the past five years as well as the percentage of the number of “metered” parking spaces available for use by disabled motorists against the total number of “metered” parking spaces with a breakdown by 18 districts.
2. Please advise on the plan for provision of “metered” parking spaces for use by disabled motorists in future.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 7212)Reply:

1. The numbers of on-street metered parking spaces and those designated for drivers holding the Disabled Person's Parking Permit (DPPP) in each of the 18 districts in the past 5 years are tabulated as follows:

	February 2014		February 2015		February 2016		February 2017		February 2018	
	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]
Central & Western	426	21	434	21	438	21	440	21	443	21
Wan Chai	944	34	943	34	938	34	944	35	954	35
Eastern	380	29	380	29	385	29	387	30	387	32
Southern	553	17	565	17	592	18	592	18	592	18
Yau Tsim Mong	1 495	50	1 490	50	1 483	50	1 488	56	1 480	54

	February 2014		February 2015		February 2016		February 2017		February 2018	
	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]	Metered*	Designated for drivers holding DPPP [#]
Sham Shui Po	1 154	29	1 147	29	1 165	29	1 166	31	1 166	33
Kowloon City	2 167	34	2 186	34	2 176	34	2 181	36	2 193	36
Wong Tai Sin	277	21	277	21	277	21	277	21	277	21
Kwun Tong	381	21	379	21	380	22	375	24	375	25
Tsuen Wan	451	12	452	12	452	12	453	12	457	14
Tuen Mun	1 001	9	1 001	9	1 008	9	1 008	9	996	10
Yuen Long	778	14	786	14	769	14	749	16	756	17
North	916	3	915	3	913	5	913	5	913	6
Tai Po	1 265	14	1 265	14	1 265	14	1 263	15	1 262	16
Sai Kung	865	13	925	13	925	13	925	12	925	16
Sha Tin	1 369	21	1 366	21	1 361	21	1 374	21	1 370	21
Kwai Tsing	367	23	367	23	361	24	385	26	385	26
Island	142	5	142	5	152	4	152	4	154	4
TOTAL	14 931	370	15 020	370	15 040	374	15 072	392	15 085	405
Changes over previous year	-	-	+89	0	+20	+4	+32	+18	+13	+13
% of parking spaces for disabled over metered parking spaces	-	2.48%	-	2.46%	-	2.49%	-	2.60%	-	2.68%

* The figure refers to on-street metered parking spaces for vehicles other than medium/heavy goods vehicles, buses and motorcycles.

The figure refers to on-street parking spaces designated for drivers holding the DPPP.

2. Drivers who are holders of DPPP are permitted to park their vehicles at the designated parking spaces for the disabled and are exempted from payment of parking charges for using on-street metered parking spaces. At present, the percentage of on-street parking spaces designated for drivers holding DPPP is comparable to the ratio of accessible parking spaces required in private developments. The Transport Department will take into account various factors, such as traffic conditions, road safety and short term parking demands from disabled drivers so as to designate

suitable number of on-street parking spaces in different districts for drivers holding DPPP.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)153

(Question Serial No. 0275)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of parking spaces:

1. Please provide details of measures to increase the provision of parking spaces in the short, medium and long term, including the specific measures, indicators and the manpower and expenditure involved.
2. Please provide the numbers and rates of change with respect to the on-street parking spaces (with parking meters) as well as parking spaces at Government and privately operated car parks for use by the public in each of the 18 districts in Hong Kong in the past three years in tabulated form.
3. Please provide the estimated numbers and rates of change with respect to the on-street parking spaces (with parking meters) as well as parking spaces at Government and privately operated car parks for use by the public in each of the 18 districts in Hong Kong in the coming year.
4. Is there any plan to demolish the existing public car parks in the coming year? If yes, will such plans be shelved given the current acute shortage of parking spaces? If no, what are the reasons?

Asked by: Hon CHEUNG Yu-yan, Tommy (Member Question No. (LegCo use): 43)

Reply:

1. The Government has been actively pursuing a number of measures to increase parking spaces. These measures include:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;
 - (e) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (f) taking forward a consultancy study on parking for commercial vehicles (CVs), which commenced in December 2017 for completion in 2019, to assess the

parking demand of CVs by district and to formulate short to long term measures to address the demand; and

- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

The consultancy fee of the study on parking for CVs is about \$4 million. Increasing the provision for parking is an ongoing task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

2. The numbers of metered on-street parking spaces and parking spaces in public car parks in 18 districts in the past three years are:

District	On-street (metered)			Public car park		
	Feb 2016	Feb 2017	Feb 2018	Feb 2016	Feb 2017	Feb 2018
Central & Western	544	546	549	11 538	11 801	11 185
Wan Chai	964	970	980	9 031	9 157	9 371
Eastern	497	499	499	14 369	14 358	14 549
Southern	679	678	677	8 061	8 423	8 401
Yau Tsim Mong	1 922	1 925	1 917	15 574	16 012	16 030
Sham Shui Po	1 319	1 320	1 321	11 712	11 797	11 600
Kowloon City	2 405	2 410	2 421	9 639	9 644	9 765
Wong Tai Sin	402	402	395	6 678	6 886	6 454
Kwun Tong	504	465	465	15 963	15 334	15 566
Tsuen Wan	512	513	514	11 323	11 382	11 423
Tuen Mun	1 195	1 174	1 162	9 857	10 116	10 228
Yuen Long	972	943	959	8 793	9 200	9 467
North	1 153	1 153	1 153	6 033	6 109	6 084
Tai Po	1 440	1 438	1 437	6 216	6 381	6 193
Sai Kung	1 130	1 165	1 166	10 477	11 561	11 732
Sha Tin	1 580	1 599	1 597	18 043	17 585	18 545
Kwai Tsing	486	510	510	17 917	18 251	18 652
Island	192	192	194	7 336	7 648	6 680
Total	17 896	17 902	17 916	198 560	201 645	201 925
Change	-	(+6)	(+14)	-	(+3 085)	(+280)

3. Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

4. There is no concrete plan to demolish any government public car park in the coming year. Regarding commercial public car parks, the TD will continue to monitor any redevelopment proposals. The Government's policy is to integrate public parking spaces into development projects by requiring developers to provide additional parking spaces for public use in suitable projects on top of parking spaces for the development's own use.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)154

(Question Serial No. 0276)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortage of parking spaces for commercial vehicles, please advise on:

1. the progress of the consultancy study on parking for commercial vehicles (CVs), and when the study will be completed and its findings released;
2. the short-term measures planned by the Transport Department (TD) to alleviate the shortage of coach parking spaces and loading/unloading areas at popular tourist spots and scenic places before the completion of the study; and
3. whether the Government will consider measures such as providing more temporary commercial car parks on the basis of "designated sites for designated uses", designating night-time on-street parking spaces for commercial vehicles, and allowing minibuses to be parked at minibus stops/stands during night time; if yes, the details; if no, the reasons.

Asked by: Hon CHEUNG Yu-yan, Tommy (Member Question No. (LegCo use): 44)

Reply:

1. The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019. The study includes assessing the CV parking demand by districts and formulating short to long term measures to address the demand.
2. In 2017-18, the TD provided 18 on-street parking and pick-up/set-down spaces for coaches in Sai Kung, Sha Tin, Tai O and Kennedy Town. In 2018-19, the TD plans to increase coach parking spaces in the following locations/projects:
 - (i) ex-North Point Estate development project (30 public parking spaces);
 - (ii) existing coach parking area in Cheong Wan Road, Hung Hom (next to the Hong Kong Coliseum) (10 additional on-street parking spaces) ;
 - (iii) Upper Cheung Sha Beach, Lantau (four additional parking spaces);
 - (iv) near the public housing development in Area 54 in Tung Chung (seven additional parking spaces); and

- (v) three short term tenancy (STT) car parks situated in Eastern, Kowloon City and Yuen Long districts through imposing conditions stipulating the provision of a minimum number of parking spaces for coaches (about 35 coach parking spaces).
3. To increase the supply of parking spaces, for new STT car parks or when the STTs of existing car parks are renewed, the TD will consider stipulating the provision of a minimum number of parking spaces for CVs in the concerned car parks. At present, 21 STTs provide a total of about 1 100 CV parking spaces under such an arrangement. In addition, the TD has launched a scheme of overnight parking at on-street spaces for CVs. Up to February 2018, 137 such spaces are provided with another 35 in the pipeline upon completion of relevant works on site. As regards public light buses (PLBs), the TD is consulting the local communities on allowing PLBs to be parked at 53 PLB stands during non-peak periods. The parking signs will be installed once local support is secured.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)155****(Question Serial No. 2861)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the tunnels and bridges operated by the Government, will the Government inform this Committee of:

- a. the management fees paid to the “management, operation and maintenance” (MOM) contractors and the details of the contractors in the past three years;
- b. further to the above question, the employment positions of the concerned contractors in the past three years, to be presented in the table below:

Company name	Rank	Establishment	Strength	Vacancy (%)
	Total			

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 24)Reply:

- a. The names of the MOM contractors of the government tolled tunnels and roads, and the management fees payable to the contractors from 2015-16 to 2017-18 are as follows:

Name of MOM Contractors	Management Fees to MOM Contractors (\$ million)		
	2017-18	2016-17	2015-16
Chun Wo Tunnel Management Limited (Operator of Cross-Harbour Tunnel) ¹	79	33	Not applicable

Name of MOM Contractors	Management Fees to MOM Contractors (\$ million)		
Serco Group (HK) Limited (Operator of Cross-Harbour Tunnel) ²	Not applicable	37	63
Pacific Infrastructure Limited (Operator of Eastern Harbour Crossing) ³	103	67	Not applicable
Greater Lucky (HK) Company Limited (Operator of Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels & Tseung Kwan O Tunnel)	138	138	134
Transport Infrastructure Management Limited (Operator of Aberdeen Tunnel)	47	45	43
Serco Lam JV (Operator of Tsing Sha Control Area)	163	159	158
TIML MOM Limited (Operator of Tsing Ma Control Area)	229	225	215

Notes

- ¹ Chun Wo Tunnel Management Limited has taken up the MOM contract of the Cross Harbour Tunnel since 1 November 2016.
- ² Serco Group (HK) Limited was the MOM contractor of Cross Harbour Tunnel from 1 November 2010 to 31 October 2016.
- ³ The MOM contract commenced in August 2016 when the Eastern Harbour Crossing reverted to Government ownership upon the expiry of the “Build-Operate-Transfer” franchise.
- b. The employment positions of the MOM contractors as at December of 2015, 2016 and 2017 are set out in the table below. The positions classified by divisions⁴ are as follows:

Company name	Division	Establishment	Strength			Vacancy (%)		
			Dec 17	Dec 16	Dec 15	Dec 17	Dec 16	Dec 15
Chun Wo Tunnel Management Limited	Operations	146	139	141	N/A	4.8	3.4	N/A
	Maintenance	79	73	75	N/A	7.6	5.1	N/A
	Administration	21	21	20	N/A	0	4.8	N/A
Serco Group (HK) Limited	Operations	146	N/A	N/A	138	N/A	N/A	5.5
	Maintenance	81	N/A	N/A	69	N/A	N/A	14.8
	Administration	11	N/A	N/A	10	N/A	N/A	9.1

Company name	Division	Establishment	Strength			Vacancy (%)		
			Dec 17	Dec 16	Dec 15	Dec 17	Dec 16	Dec 15
Pacific Infrastructure Limited	Operations	125	133	131	N/A	0	0	N/A
	Maintenance	84	84	83	N/A	0	1.2	N/A
	Administration	16	17	16	N/A	0	0	N/A
Greater Lucky (HK) Company Limited	Operations	330/327 ⁵	327	328	336	0	0	0
	Maintenance	220	205	199	197	6.8	9.5	10.5
	Administration	28	29	29	29	0	0	0
Transport Infrastructure Management Limited	Operations	95	96	100	102	0	0	0
	Maintenance	46	46	46	46	0	0	0
	Administration	9	9	9	9	0	0	0
Serco Lam JV	Operations	263	253	255	256	3.8	3.0	2.7
	Maintenance	188	168	167	162	10.6	11.2	13.8
	Administration	31	54	54	54	0	0	0
TIML MOM Limited	Operations	315/339 ⁶	341	310	320	0	1.6	0
	Maintenance	212	207	211	222	2.4	0.5	0
	Administration	46	49	47	47	0	0	0

Notes

- ⁴ Since a number of different ranks of staff are employed by the MOM operators, positions classified by divisions are provided instead.
- ⁵ The establishment of Operations Staff for Shing Mun Tunnel was reduced from 87 to 84 in 2016 due to the conversion of a manual toll lane to an Autotoll lane.
- ⁶ The establishment of Operations Staff for Tsing Ma Control Area was increased from 315 to 339 in 2017 due to the implementation of two-way toll at Lantau Link.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)156

(Question Serial No. 2862)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the application of advanced technology to the operation of parking spaces, will the Government inform this Committee of the following:

- a. The details of the Government's initiatives on developing the technological systems in relation to parking spaces in the past year and the coming year; please list out the details with breakdown by project name, estimated construction costs, actual expenditure, entrusting parties, as well as the project progress and targeted output, etc.
- b. In view that the parking vacancies of some old car parks are still updated manually, what measures will the Government take to encourage such public car parks to adopt real-time parking information systems?
- c. While allowing the use of mobile applications for remote payment of parking fees is beneficial to the public, there are concerns about abuse of the service by, for example, successive remote payments of parking fees, thereby aggravating the problem of "prolonged occupancy of parking spaces". To address this, what measures will the Government take to remedy the problem/allay the public's concern?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 26)

Reply:

- a. As set out in the Chief Executive's 2017 Policy Address, a new generation of on-street parking meters will be installed starting from 2019-20 to replace the existing ones which were put in use since 2003-2004 and will soon approach the end of their serviceable life. On the other hand, the Transport Department (TD) plans to enhance the access control system and licence plate recognition system of all Government multi-storey car parks (except Yau Ma Tei Car Park which will be demolished to facilitate the construction of Central Kowloon Route) progressively from 2018-19. Details of these projects are tabulated as follows:

	Project	Estimated Cost (\$million)	Agent	Progress	Target Completion Date
1	Installation of new generation of parking meters	304	Electrical and Mechanical Services Department (EMSD)	Tender Document being prepared	2021
2	Supply, delivery, installation, testing, commissioning, maintenance, training and warranty of car park access control and licence plate recognition systems, and parking vacancy display panel for Rumsey Street, Tin Hau, Shau Kei Wan, Sheung Fung Street and Tsuen Wan car parks	8.3	EMSD	Tender Document being prepared	2019
3	Supply, delivery, installation, testing, commissioning, maintenance, training and warranty of car park access control and licence plate recognition systems, and parking vacancy display panel for Kennedy Town, Star Ferry, City Hall, Aberdeen and Kwai Fong	7.8	EMSD	Tender Document being prepared	2019

- b. Currently, parking vacancy information of about 70 government and commercial public car parks is disseminated to the public through “Hong Kong eRouting” mobile application. The TD will examine practicable measures to require operators of newly developed public car parks or short-term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data. In addition, the access control system and licence plate recognition system for the car parks managed by the TD will be replaced progressively from 2018-19, with new ones that could support automatic feeding of the number of vacant parking spaces.
- c. The new parking meter system will include a “parking meter mobile application” to allow remote payment by motorists through the use of mobile phones. The TD plans to allow a motorist to purchase up to a total of two sessions of “longest parking period”,^{Note}. This arrangement offers convenience to motorists on the one hand and, on the other hand, aligns with the policy intent of providing on-street parking spaces to cater for short-term parking needs and prevents prolonged occupation of parking spaces through repeated remote payment of parking fees.

Note: To discourage prolonged parking at on-street parking spaces, parking meters have provided for a “longest parking period” for each transaction. The longest parking period for each transaction is currently set at 30 minutes, 1 hour or 2 hours having regard to the traffic situation and parking demand in the area where the parking spaces are located.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)157

(Question Serial No. 2863)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the management of parking of bicycles, will the Government inform this Committee of the following:

- (a) What are the staff establishment for and the expenditure involved in the work on managing illegal parking of bicycles?
- (b) What were the numbers of cases of and enforcement actions against illegal parking of bicycles in each of the past five years, and among them, the numbers and percentages of cases involving "shared bicycles"?
- (c) Will the Government set up an interdepartmental group to manage illegal parking of bicycles? If yes, what are the details and timetable? If no, what are the reasons?
- (d) It is said that for bicycles being served with "warning notice of confiscation", if the company concerned removes the subject bicycles within the grace period and replaces them with a new batch of bicycles, the department concerned will not be able to take any action other than reinitiating the enforcement procedures. In this connection, will the Government review the existing enforcement procedures? If yes, what are the details? If no, what are the reasons?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 27)

Reply:

- (a) On managing illegal parking of bicycles, the work involved is undertaken by the existing staff of various departments as part of their normal duties. There is no separate breakdown of resources and expenditure for such work.

(b) and (c)

The Government is concerned about the illegal parking of bicycles and prolonged occupation of public bicycle parking spaces by bicycles (including abandoned ones)

and other articles. Relevant departments will arrange clearance operations according to their respective purviews. The Transport Department (TD) is responsible for clearing bicycles illegally parked at covered public transport interchanges; relevant District Lands Offices (DLOs) are in charge of clearing bicycles illegally occupying unleased Government land; and the Hong Kong Police Force (HKPF) is tasked to remove bicycles which may pose immediate danger to road users.

To address the problem of illegal parking of bicycles more effectively, the District Offices concerned would coordinate, where appropriate, joint operations with relevant departments such as the DLOs concerned, the TD, the HKPF and the Food and Environmental Hygiene Department, to clear the black spots of illegally parked bicycles or misplaced articles. In the past five years (2013 to 2017), the Government conducted 1 925 joint clearance operations against illegally parked bicycles, and the number of bicycles removed is:

Year	Number of bicycles removed
2013	6 979 (0)
2014	8 137 (0)
2015	7 102 (0)
2016	8 539 (0)
2017	12 322 (312/2.5%)
Total	43 079 (312/0.7%)

Note: The figures in parenthesis represent the number of automated dockless rental bicycles removed and the corresponding percentage.

- (d) To more vigorously combat illegal bicycle parking, the relevant government departments have been joining forces to implement a trial scheme at Sheung Shui MTR Station since January 2017. During the operations, illegally parked bicycles causing obstruction, inconvenience or endangerment to pedestrians or vehicles in a public place were removed pursuant to Summary Offences Ordinance (Cap. 228) under which a “warning notice” is not required. The departments concerned are reviewing the effectiveness of the trial scheme, and will consider whether it is appropriate to extend it to other districts upon completion of the review.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 2864)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the cross-boundary arrangement of the Hong Kong-Zhuhai-Macao Bridge (HZMB), please inform this Committee of:

- a. the staff establishment and expenditure involved for processing application of regular quota for Hong Kong-Macao cross-boundary private cars;
- b. the eligibility of regular quota;
- c. the number of regular quota applications received. Among them, how many are rejected and what are the reasons;
- d. the regular quota for Hong Kong private cars is set at 300 which may not be enough. Would the Government review the number of regular quota? If yes, what are the details and timetable?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 29)

Reply:

- a. Provision for 21 permanent posts has been included in the 2018-19 Draft Estimates of the Transport Department (TD) to process various license and permit applications arising from the commissioning of the HZMB. The processing of applications for regular quota for Hong Kong-Macao cross-boundary private cars forms part of new services. There is no separate breakdown of expenditure for such work.
- b. Eligible persons may apply under the HZMB Macao Port Park-and-Ride Scheme (Park-and-Ride Scheme) or the regular quota (dual-plate) to drive their Hong Kong registered private cars to Macao. The Park-and-Ride Scheme, which is open to owners of Hong Kong private cars, will facilitate visitors with a short stay in Macao. In addition to the online reservation of car parking spaces at the prescribed website, private cars are required to obtain relevant cross-boundary licences and permits through simplified procedures. The total number of private cars that may obtain the

relevant licences and permits is not subject to quota. During the validity period of the relevant licences and permits, private cars may reserve parking spaces multiple times. According to the Macao Government, around 3 000 parking spaces will be available in the car park at the Macao Port.

The regular quota for Hong Kong private cars to Macao is 300, half of which is for company applicants and half for individual applicants. The quota level is decided by the Hong Kong and Macao Governments having regard to the anticipated demand, the provision of alternative transportation (including the aforementioned Park-and Ride Scheme) and the handling capacity of the Ports and connecting roads. The company quota is open to companies registered in both Hong Kong and Macao, or companies registered in Hong Kong and associated with another company registered in Macao. The individual quota is open to Hong Kong permanent residents employed with remuneration in Macao or who have established a registered company in Macao. The quota is valid for three years and the TD will re-allocate the regular quota upon expiry through open application so that more people will benefit.

The regular quota for Macao private cars to Hong Kong is 600, of which 500 are valid for one year and the remaining 100 for half a year. The quota will be allocated by the Macao Government which will announce the regular quota application criteria and details of allocation arrangement in due course.

- c. The TD has conducted an Expression of Interest (EOI) exercise in which the applicants were required to provide basic information eligible for the purpose of balloting. The TD is processing the EOI submissions received. Eligible applicants selected through balloting will be invited to submit formal applications starting from April 2018. As at end March 2018, the information in respect of the number of applications received and reasons for rejections are not yet available.
- d. After the commissioning of the HZMB, the Governments of Hong Kong and Macao will review the number of quota, having regard to the actual circumstances.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 2865)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding low-floor public light buses (PLBs), will the Government inform this Committee of the following:

- (a) What are the Government's staff establishment and the expenditure involved in monitoring low-floor PLBs and processing related applications?
- (b) Regarding the trial runs of low-floor PLBs at the three hospital routes, what are the number of PLBs involved, the number of applications received and the routes involved, the number of applications rejected and the reasons, as well as the implementation dates/proposed implementation dates?
- (c) What are the criteria for selecting the three hospital routes for the trial runs of low-floor PLBs?
- (d) Given a lack of economic incentives for operators to introduce low-floor PLBs, what measures will the Government take to induce operators to conduct trial runs of PLBs?
- (e) Will the Government assist in improving accordingly the barrier-free ancillary facilities at PLB stands for the convenience of the public?

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 30)

Reply:

(a)

To facilitate barrier-free access by passengers with special needs, the Government launched a low-floor wheelchair-accessible PLB trial scheme (trial scheme) in January 2018. The work involved in implementing and monitoring the trial scheme is undertaken by the PLB Section, Vehicle Safety and Standards Division, New Territories and Urban Regional Offices of the Transport Department (TD). There is no separate breakdown of staff establishment and expenditure for the above work as it is part of the regular duties of the staff involved.

(b), (c) and (d)

The trial scheme involves three low-floor wheelchair-accessible PLBs. The first low-floor wheelchair-accessible PLB has been put into service on Hong Kong Island green minibs (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) since 26 January 2018. Two more low-floor wheelchair-accessible PLBs will be introduced at two other hospital routes in phases by the third quarter of 2018, including New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) and Kowloon GMB Route No. 2M (Whampoa Station – Kowloon City (via St. Teresa’s Hospital)). The above three GMB hospital routes are operated by the three respective GMB operators which participate in the trial scheme on a voluntary basis.

The three selected hospital routes are well known to the general public. They also have different features in terms of route length, passenger distribution and road conditions (e.g. road gradient), which will provide comprehensive data of reference value to the TD in assessing the effectiveness of the trial scheme.

At present, the operators participating in the trial scheme purchase and operate the low-floor wheelchair-accessible PLBs at their own cost without Government subsidies. The TD will review the effectiveness of the trial scheme, in tandem with its regular survey on the market occupancy rate of light buses to be launched in the fourth quarter of 2018. The review will evaluate the operational effectiveness of the low-floor wheelchair-accessible light buses, including the technical and operational feasibility, repair and maintenance, and passengers’ feedback, etc. If the trial scheme is considered feasible and desirable, the Government will discuss with the trade on how low-floor wheelchair-accessible PLBs can be further promoted.

(e)

The Government has retrofitted, where possible, public transport interchanges, bus termini, PLB termini, public piers and landings with barrier-free facilities such as tactile guide paths, tactile warning strips, dropped kerbs and road signs. All new public transport facilities will come with facilities for ease of use by people with disabilities in accordance with the TD’s Transport Planning and Design Manual. To tie in with the trial operation, the TD has worked with the PLB operators to introduce facilitation measures, including the provision of telephone reservation service and queuing facilities for wheelchair users at PLB stands. The TD will also ensure the provision of appropriate barrier-free facilities at the termini concerned where possible.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)160

(Question Serial No. 3147)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Service

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to rationalise and improve the franchised bus services in this year in order to improve service quality and enhance efficiency. Please advise this Committee of the following:

- (1) What is the progress of the bus route rationalisation proposals at present? What benefits have these proposals brought about? What are the financial commitments so far?
- (2) How will the TD tackle the high lost trip rate of bus services on the Hong Kong Island, for example, Route 18P?
- (3) What is the consultation procedure in respect of bus route adjustment or cancellation?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. (LegCo use): 53)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD, and the TD considers and assesses bus route planning programmes (RPPs) submitted by franchised bus companies on an annual basis. Under the 2018-19 RPP, the TD and the franchised bus companies have proposed 155 bus service adjustment proposals, including 25 route rationalisation proposals and 130 service improvement proposals. Consultation with the Traffic and Transport Committees (TTCs) of District Councils (DCs) on the RPP is underway. Implementation details will be subject to the outcome of consultation, which is targeted for completion in around mid-2018. It is expected that, in general, bus services can better meet passenger demand and the network efficiency of franchised buses would be enhanced after full implementation of the rationalisation proposals. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.
- (2) The TD closely monitors the level and regularity of franchised bus service through

various channels, including reviewing the operational returns submitted by franchised bus companies, conducting regular surveys, and addressing passengers' complaints and suggestions. The TD will examine with the franchised bus companies the causes of lost trips, instruct them to tackle such cases within their control (e.g. journey time and service adjustments, shortage of bus captain, vehicle breakdown, vehicle shortage), and urge them to adopt suitable measures to address other external factors as far as possible.

As far as the bus services on Hong Kong Island is concerned, the lost trip rates of the two main bus companies, viz Citybus Limited and New World First Bus Services Limited (NWFB) have remained stable in the past few years; the lost trip rates in 2017 were 1.9% and 2.6% respectively. Regarding the NWFB Route No. 18P (North Point - Kennedy Town), traffic congestion arising from the road works in the vicinity of Wan Chai North was one of the main causes for the lost trips. To alleviate the situation, the TD has reviewed the bus journey time of the route with NWFB and made appropriate adjustments to the bus schedule. Moreover, it is expected that the traffic situation at Wan Chai North will be improved with changes in temporary traffic arrangements in the coming stages of the road works. The TD will continue to closely monitor the service level of the route and follow up with the NWFB for improvement measures.

- (3) As an annual exercise, the TD consults the TTCs of DCs on bus route cancellation and adjustment proposals in the context of the RPPs. Apart from that, the DCs are also consulted on other bus service adjustments from time to time. Having regard to the views collected during consultation, the TD and bus companies would make adjustments to the proposals as necessary and appropriate.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)161****(Question Serial No. 3195)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2018-19, the Transport Department (TD) will continue to explore and introduce measures to increase the short, medium and long term provision of parking spaces. In this connection, will the Government advise on the following:

1. What are the current numbers and utilisation rates of parking spaces in various districts?
2. What are the specific plans for increasing the number of parking spaces in the coming five years? What is the target number?
3. Which car parks are covered by the official mobile application "HKeRouting" and how many parking spaces are involved? What are the number of downloads as well as the utilisation rates?
4. What measures are in place for boosting the utilisation rate of "HKeRouting"?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. (LegCo use): 54)

Reply:

1. As at end February 2018, there are about 751 000 parking spaces in Hong Kong, including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces for private use. The number of parking spaces in each of the districts is tabulated as follows:

District	Number of parking spaces
Central & Western	40 657
Wan Chai	36 608

District	Number of parking spaces
Eastern	53 882
Southern	42 272
Yau Tsim Mong	37 870
Sham Shui Po	34 165
Kowloon City	53 409
Wong Tai Sin	24 511
Kwun Tong	54 347
Tsuen Wan	39 467
Tuen Mun	45 053
Yuen Long	45 002
North	23 995
Tai Po	30 806
Sai Kung	44 623
Sha Tin	77 965
Kwai Tsing	49 314
Islands	17 094
Total	751 040

The TD has not conducted surveys on the usage of all car parks in Hong Kong. For multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The number of parking spaces includes parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

^ Excluding motorcycles.

2. The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:
 - (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;
 - (e) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
 - (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3. Currently, parking vacancy information of about 70 government and commercial public car parks, involving a total of about 24 000 parking spaces, is disseminated to the public through “Hong Kong eRouting” mobile application. Since the launching

of the “Hong Kong eRouting” mobile application in 2013, the total number of downloads has reached 178 000 with over 324 000 visits as at end 2017.

4. To enhance users experience and promote usage of TD’s mobile applications, the TD will integrate three existing mobile applications (“HKeRouting” (香港行車易), “HKeTransport” (香港乘車易) and “eTraffic News” (交通快訊)) into an integrated mobile application within 2018. The new mobile application will provide a more efficient and user-friendly one-stop service to disseminate to the public a variety of traffic and transport related information including route choices, car park vacancy information, travelling time, traffic news and fare information.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)162****(Question Serial No. 2163)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee :

1. the average vehicular flows of various tunnels in Hong Kong during peak hours and off-peak hours in the past five years (please provide the information in tabulated form); and
2. management companies, contract management costs, revenues and contract periods of various tolled tunnels in Hong Kong in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 1)Reply:

1. The average vehicular flows of the government tunnels in Hong Kong during peak and off-peak hours in the past five years are provided at Annex.
2. The management, operation and maintenance (MOM) contractors and contract periods of the government tolled tunnels in the past five years are:

Tunnel	MOM contractor	Contract period
Cross-Harbour Tunnel	Serco Group (HK) Limited	1 November 2010 – 31 October 2016
	Chun Wo Tunnel Management Limited	1 November 2016 – 31 October 2022
Eastern Harbour Crossing #	Pacific Infrastructure Limited	7 August 2016 – 6 August 2018
Lion Rock Tunnel	Serco Group (HK) Limited	26 May 2006 – 31 July 2012
	Greater Lucky (HK) Company Limited	1 August 2012 – 31 July 2018

Tunnel	MOM contractor	Contract period
Shing Mun Tunnels	Greater Lucky (HK) Company Limited	1 June 2006 – 31 May 2012; and 1 June 2012 – 31 May 2018
Tseung Kwan O Tunnel	Greater Lucky (HK) Company Limited	1 June 2006 – 31 May 2012; and 1 June 2012 – 31 May 2018
Aberdeen Tunnel	Serco Group (HK) Limited	29 September 2008 – 28 September 2014
	Transport Infrastructure Management Limited	29 September 2014 – 28 September 2020
Eagle's Nest Tunnel and Shatin Heights Tunnel	Transport Infrastructure Management Limited	19 March 2008 – 18 September 2013
	Serco Lam JV	19 September 2013 – 18 September 2019

The MOM contract commenced on 7 August 2016 when the ownership of the tunnel reverted to the Government on the same date.

The contract management fees to MOM contractors and revenue of the government tolled tunnels from 2012-13 to 2016-17 are:

Tunnel	Contract management cost (\$ million)					Revenue (\$ million)				
	2016- 2017	2015- 2016	2014- 2015	2013- 2014	2012- 2013	2016- 2017	2015- 2016	2014- 2015	2013- 2014	2012- 2013
Cross-Harbour Tunnel	70	63	63	63	63	734	742	731	729	736
Eastern Harbour Crossing	67	N/A	N/A	N/A	N/A	555	N/A	N/A	N/A	N/A
Lion Rock Tunnel	35	34	34	33	36	273	271	267	265	260
Shing Mun Tunnels	34	33	33	32	32	100	98	95	93	91
Tseung Kwan O Tunnel	34	33	33	32	32	102	99	97	95	93
Aberdeen Tunnel	45	43	40	37	37	116	118	119	120	120
Eagle's Nest Tunnel and Shatin Heights Tunnel	102	101	101	116	134	163	150	140	128	118

The average vehicular flows of government tunnels in the past five years are in the two tables below:

(I) Tolled tunnels											
Tunnel	Direction	Average vehicular flows during peak hours ^{Note 1}					Average vehicular flows during off-peak hours ^{Note 1}				
		2017	2016	2015	2014	2013	2017	2016	2015	2014	2013
Aberdeen Tunnel	Northbound	1 500	1 600	1 600	1 600	1 700	1 100	1 100	1 100	1 100	1 100
	Southbound	1 800	1 900	2 000	2 000	2 000	1 200	1 300	1 300	1 300	1 300
Cross-Harbour Tunnel	Northbound	2 700	2 700	2 700	2 800	2 800	2 200	2 200	2 200	2 200	2 200
	Southbound	2 800	2 800	2 900	2 900	2 900	2 200	2 200	2 300	2 200	2 300
Eastern Harbour Crossing	Northbound	2 700	2 600	2 700	2 600	2 600	1 400	1 400	1 400	1 300	1 300
	Southbound	2 700	2 700	2 800	2 700	2 700	1 300	1 300	1 300	1 200	1 200
Western Harbour Crossing	Northbound	2 500	2 500	2 400	2 300	2 300	1 300	1 200	1 200	1 200	1 100
	Southbound	2 600	2 500	2 500	2 400	2 300	1 200	1 200	1 100	1 100	1 100
Lion Rock Tunnel	Northbound	2 500	2 500	2 500	2 500	2 400	1 800	1 800	1 800	1 700	1 700
	Southbound	2 700	2 600	2 700	2 600	2 600	1 700	1 600	1 600	1 600	1 600
Tate's Cairn Tunnel	Northbound	2 200	2 200	2 200	2 100	1 900	1 100	1 100	1 000	1 000	900
	Southbound	2 300	2 200	2 300	2 200	2 000	900	900	900	800	800
Tseung Kwan O Tunnel	Westbound	2 700	2 700	2 700	2 700	2 700	1 600	1 600	1 800	1 500	1 400
	Eastbound	2 800	2 700	2 700	2 600	2 600	1 700	1 700	1 800	1 600	1 500
Eagle's Nest Tunnel & Shatin Heights Tunnel	Westbound	2 100	2 000	1 800	1 700	1 500	1 000	1 000	900	900	800
	Eastbound	2 300	2 200	2 000	1 900	1 700	900	800	800	700	700
Shing Mun Tunnels	Westbound	1 800	1 800	1 800	1 800	1 700	900	900	900	900	900
	Eastbound	1 800	1 800	1 800	1 700	1 700	900	900	900	900	900
Tai Lam Tunnel	Northbound	1 800	1 800	1 800	1 800	1 800	1 100	1 100	1 100	1 200	1 100
	Southbound	2 400	2 300	2 400	2 300	2 300	1 100	1 100	1 100	1 100	1 100

Note 1 The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions. Peak hours refer to 7:00 am to 10:00 am and 5:00 pm to 8:00 pm on weekdays. Off-peak hours refer to the remaining hours other than the 6 peak hours in the morning and afternoon during the 24 hours on weekdays.

(II) Toll-free tunnels <small>Note 2</small>						
Tunnel	Direction	Average hourly vehicular flows				
		2017	2016	2015	2014	2013
Kai Tak Tunnel	Westbound	1 200	1 200	1 200	1 200	1 300
	Eastbound	1 000	1 000	1 000	1 100	1 100
Cheung Tsing Tunnel	Westbound	1 800	1 700	1 700	1 500	1 500
	Eastbound	1 500	1 500	1 400	1 400	1 300
Nam Wan Tunnel	Westbound	1 000	900	900	900	900
	Eastbound	1 100	1 100	1 100	1 100	1 000
Tai Wai Tunnel	Westbound	900	900	800	700	700
	Eastbound	900	900	900	800	700

Note 2 For toll-free tunnels, without the installation of toll collection systems through which records can be obtained, the Transport Department does not have a breakdown of the figures for peak hours and non-peak hours. The figures of the toll-free tunnels in the table are the average hourly vehicular flows for both directions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)163****(Question Serial No. 3048)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

1. the numbers of parking spaces provided in various districts in Hong Kong in the past five years (with a breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

Year	2013	2014	2015	2016	2017	2018
Number of parking spaces						
Various districts in Hong Kong						
Public parking spaces provided by the Government						
Parking spaces provided at privately-operated car parks available for public use						
Parking spaces for the exclusive use of individuals						
Number of private car parking spaces (year-on-year change)						
Number of commercial vehicle parking spaces (year-on-year change)						

2. the numbers of first-registered private cars and licensed private cars in Hong Kong in the past five years; and
3. the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 50)

Reply:

1. The numbers of parking spaces provided in various districts as at end of February each year in the past five years are as follows:

	2013	2014	2015	2016	2017	2018
Total	716 992	718 380	722 143	725 454	744 110	751 040
Public parking spaces provided by the Government	49 188	48 675	48 463	48 687	48 957	49 606
Parking spaces provided at privately-operated car parks available for public use	187 705	185 532	185 687	183 318	186 587	186 694
Parking spaces for private use	480 099	484 173	487 993	493 449	508 566	514 740
Number of private car parking spaces	638 678	638 918	642 324	646 612	662 732	669 201
(year-on-year change)		0.04%	0.53%	0.67%	2.49%	0.98%
Number of commercial vehicle parking spaces	48 524	48 369	48 843	47 205	48 045	47 763
(year-on-year change)		-0.32%	0.98%	-3.35%	1.78%	-0.59%

2. The number of private cars first registered as at the end of each year from 2013 up to February 2018 and the number of licensed private cars as at end of February between 2014 and 2018 are as follows:

Year (as at year end)	Number of private cars first registered
2013	45 382
2014	46 636
2015	50 322
2016	41 182
2017	43 642
2018 (up to February)	6 476

Year (as at February)	Number of licensed private cars
2014	480 319
2015	500 449
2016	523 960
2017	539 446
2018	556 407

3. The number of parking spaces by district and vehicle type as at February 2018 is:

District	Private Car#	Goods Vehicle	Bus/ Coach	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Islands	15 565	779	226	520	17 090
Total	669 201	43 063	4 700	33 759	750 723

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)164

(Question Serial No. 3049)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the health conditions of drivers of public transport services and road safety:

- (1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed 10 hours. In making the decision, have health care practitioners, professionals, trade unions and bus captains been consulted? If yes, please advise on the persons consulted, the number of consultations conducted, the staff establishment for the tasks and the expenditure involved, etc.
- (2) Please tabulate the number of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted, etc. in the past five years.
- (3) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) receiving pre-employment health checks and the related expenditure involved in the past five years.
- (4) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above receiving regular health checks and the related expenditure involved in the past five years.
- (5) Has the Government proposed mandating professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above to receive regular health checks? If yes, what are the implementation timetable and expenditure involved? If no, what are the reasons?
- (6) Please provide the number of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above and causes of the accidents in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 51)

Reply:

- (1) When reviewing the Guidelines, the Transport Department (TD) aims to strike a balance among the need to provide appropriate services to meet the travelling needs of bus passengers, the rest times and working hours of bus captains, the operational needs of bus companies, as well as the views received from the community (including those received from the Legislative Council and District Councils). During the process, the TD had a total of 12 meetings with the franchised bus companies and staff unions between October 2017 and February 2018. The review is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.
- (2) To ensure that franchised bus companies would comply with the Guidelines, franchised bus companies are required to submit regular reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct sample surveys on franchised bus captains' working hours, rest times and meal breaks for assessing compliance with the Guidelines by the franchised bus companies every year. The results of the monitoring surveys reveal that franchised bus companies generally adhere to the prevailing guidelines in arranging rest times and meal breaks for bus captains. Should any non-compliance be identified, the franchised bus companies would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 5 900 bus captains on their full duty hours in the past five years and the total expenditure for such surveys incurred was about \$5 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.
- (3)-(5) All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

At present, franchised bus companies require bus captains to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses before joining the service. For serving bus captains, all franchised bus companies currently require bus captains aged 50 years or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are also required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. Franchised bus companies have also reminded their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

For other road-based public transport modes, the Hong Kong Tramways Limited requires all newly-recruited tram drivers to undergo physical examination and declare individual medical records. Those aged 60 or above are required to undergo a general check-up before annual contract renewal. For green minibus and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health checks, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination. As regards red minibus and taxis, the drivers are mainly self-employed and there is no mandatory requirement for these drivers to conduct pre-service or regular health checks.

While the Government has no plan to make it a mandatory requirement for drivers of all public transport services who are aged 55 or above to undergo regular health checks, the TD will continue to enhance commercial vehicle drivers' awareness of safe driving and health by means of training and education, including the publicity campaign "Safe Driving and Health Campaign" and seminars on safe driving co-organised by the TD and the Police. During the annual "Safe Driving and Health Campaign", the TD will distribute coupons to commercial vehicle drivers (including public transport drivers) to encourage them to conduct free health checks at medical institutions. Through meetings with the trade and regular newsletters, the TD also reminds operators and the trade to pay attention to drivers' physical condition and encourage them to have regular check-ups.

The TD does not have figures in relation to the number of health checks conducted by the drivers of the above public transport modes.

- (6) The number of traffic accidents involving franchised bus, public light bus and taxi and their related casualty figures by specified age group of driver in the past five years are shown below:

	2013	2014	2015	2016	2017
Number of accidents involving franchised bus (Number of casualties)					
with driver aged below 55	1 691 (2 337)	1 598 (2 047)	1 594 (2 091)	1 478 (1 882)	1 470 (2 044)
with driver aged 55 or above	620 (831)	721 (915)	648 (822)	757 (947)	758 (1 135)
Number of accidents involving public light bus (Number of casualties)					
with driver aged below 55	410 (695)	367 (625)	364 (604)	301 (516)	230 (397)
with driver aged 55 or above	701 (1 141)	686 (1 136)	713 (1 216)	756 (1 211)	763 (1 250)
Number of accidents involving taxi (Number of casualties)					
with the driver aged below 55	2 019 (2 990)	1 776 (2 559)	1 772 (2 506)	1 731 (2 421)	1 620 (2 277)
with driver aged 55 or above	2 072 (2 965)	2 157 (2 941)	2 254 (3 156)	2 464 (3 383)	2 451 (3 390)

Note: Figure in bracket denotes number of casualties

The major driver contributory factors of the above accidents for drivers of both age groups were “driving inattentively”, “driving too close to vehicle in front” and “careless lane changing”.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)165****(Question Serial No. 2942)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Brief Description of Programme (1) "Planning and Development" mentions that the Transport Department (TD) formulated the public transport service plan for West Kowloon Station (WKS) to tie in with the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). It is understood that the concerned work only involves the introduction of three new bus routes, and the work is no longer featured under "Matters Requiring Special Attention" in the coming year. Please inform this Committee:

Regarding the three proposed bus routes announced last year in response to the commissioning of the WKS of the XRL, when the proposal was drafted, the latest progress of the matter, and whether the relevant procedure has been completed and therefore the related work was no longer featured in the Matters Requiring Special Attention in 2018-19. The Government has so far yet to explain whether the operators of the three new routes will be selected through open tender by existing franchised bus operators, or through rationalisation of existing bus routes, and the reason for the choice? The public point out that the arrangement of the three new bus routes is not transparent and is different from other new route planning arrangements, for which the District Council would be involved in the whole process. Does the Government reckon that the practice has deviated from the "District Administration Scheme"?

The planned routings of the three new routes are strange. In particular, the one plying from Admiralty would almost duplicate with MTR Tung Chung Line, and that the headway is longer than its journey time, which is ridiculous. What would be the expected daily patronage by the TD for the three bus routes at the early implementation stage? And how to avoid the recurrence of the past failure experience that the then Routes M1 and M2 were cancelled in less than a year's time upon the commissioning of the Kowloon Station of the Airport Express?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 30)

Reply:

The TD endeavours to provide different modes of public transport services in planning the public transport arrangement for new infrastructure projects. Before the commissioning of new infrastructure projects, the TD will formulate public transport plans, which may include the introduction of franchised bus and green minibuses (GMB) feeder routes connecting to nearby railway stations where practicable, as well as rationalisation plans, in a timely manner to enhance the operational efficiency of the public transport services with a view to facilitating passengers' access to and use of the new infrastructure. In the course of planning, the TD will make good use of existing roads, public transport networks and other readily available resources. The TD is also mindful of the traffic impact of the new public transport routes and their passenger demand.

The TD has planned the public transport arrangement for the WKS of the XRL in accordance with the established practice. In gist, the TD has taken into account the existing public transport networks in the vicinity of the WKS of the XRL and the provision of transport facilities in formulating the public transport plan. The public transport plan for the WKS includes, as an alternative to railways, introducing three new franchised bus routes to provide direct and express bus services between the transport hubs of districts concerned (such as Admiralty, Kwun Tong, Sheung Shui, Tai Po and Sha Tin, etc.) and the WKS, and rationalising some of the existing franchised bus and GMB services to facilitate passengers' travel between various districts in the territory and the WKS. Moreover, the TD has, as per established practice, consulted the Traffic and Transport Committees of the 18 District Councils on the proposed public transport arrangements for connecting to the WKS (including the above proposal for introducing new franchised bus routes), and will take into account their views in further refining the plan where appropriate. The TD will select the suitable franchised bus operator(s) to operate the three new bus services to tie in with the commissioning of the XRL. The TD will also closely monitor their operations including passenger demand and adjust their service levels as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)166

(Question Serial No. 2943)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (1) Planning and Development, the provision for the coming year will be increased by 23.1% and the total amount will be increased to \$562 million, but the number of bus-bus interchange (BBI) schemes to be introduced is only 15, which is grossly unsatisfactory. The Government has been claiming that it encourages the implementation of BBI schemes in order to reduce overlapping of routes and provide more choices for passengers. However, up to now, most of the routes on Hong Kong Island do not offer the sorts of interchange concessions which are commonly offered in the routes serving the New Territories. In this connection, will the Government inform this Committee of the following:

Please provide the average daily number of passenger trips using the interchange concessions offered by Citybus Limited (CTB) and New World First Bus Services Limited (NWFB) on Hong Kong Island in 2017.

How much of the additional provision for the coming year will be spent on encouraging the operators on Hong Kong Island to provide interchange concessions? What measures has the Transport Department (TD) taken over the years in an attempt to encourage the operators to provide more concessions?

In the past, members of the Southern District Council have, on a number of occasions, requested that CTB and NWFB should provide interchange concessions for all the routes observing the bus stops of Queen Mary Hospital in Pok Fu Lam and Aberdeen Tunnel Toll Plaza in Wong Chuk Hang respectively so as to optimise resources and minimise passengers' waiting time. Will the TD deploy additional resources to upgrade the facilities for the waiting passengers at the above two stops and, request the above operators to provide the related interchange concessions in the franchise as soon as possible? If no, what are the long-term plans and reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 6)

Reply:

The TD encourages franchised bus companies and working with them in setting up BBI schemes at appropriate and feasible locations for passengers to reach more destinations through interchanging with fare concessions. Given the different network of franchised bus services on Hong Kong Island and in the New Territories, and different considerations by franchised bus companies when providing BBI schemes based on their own operating conditions, the BBI schemes offered on the routes serving Hong Kong Island and the New Territories are not comparable. In 2017, the average daily number of passenger trips benefitted under the BBI schemes offered by CTB and NWFB on Hong Kong Island is 9 600. The TD will continue to monitor the utilisation and passengers' travelling patterns of various interchange concession schemes, gather views from passengers on the schemes through various means, and encourage franchised bus companies to provide more interchange concession schemes to benefit more passengers where conditions permit.

At present, there are 26 bus routes offering BBI fare concessions to passengers interchanging at the bus stops of Queen Mary Hospital and Aberdeen Tunnel Toll Plaza. The TD will continue to encourage CTB and NWFB to offer BBI concessions on other bus routes to benefit passengers. The TD has no plan to undertake major upgrading of the facilities at the bus stops at the two locations because of site constraints, but it has recently extended the lay-bys of the two bus stops at both locations (Aberdeen bound). Moreover, the bus companies will install seats within 2018 and display panels showing the estimated time of arrival for their bus routes in early 2019 at the two bus stops (Central bound).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)167

(Question Serial No. 2947)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under Programme (1) that the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in the legislative amendment exercise for the implementation of franchised taxis. However, there have been voices in society requesting the Government to relax the requirements concerning applications for “Private Service (Limousine) Hire Car Permits (HCPs)” under the Road Traffic (Public Service Vehicles) Regulations (Cap 374D) to allow some innovative point-to-point transport services to operate in Hong Kong legally. Can the TD study the related law in parallel so as to give advice to the THB in a timely manner? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 35)

Reply:

The Government encourages the use of new technology for enhancing public transport services. With regard to enhancing personalised and point-to-point public transport services, the Government will introduce franchised taxis service with online hailing features to meet the changing demand in the community and in the light of consultation with the Legislative Council (LegCo) Panel on Transport. The Government is preparing the legislative work with a target of introducing the Bill into the LegCo in the latter half of 2018.

On the other hand, the existing hire car regime under the Road Traffic (Public Service Vehicles) Regulation (Cap 374D) is not positioned as a regulated public transport mode in our public transport hierarchy. The Private Service (Limousine) HCP is issued to private cars offering pre-booked, premium and point-to-point personalised services without Government regulation on fares. In response to the views of the community and the market demand for hire car service, the TD has introduced relaxation measures since 1 February 2017 to facilitate new entrants to the hire car market. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, and giving special consideration on individual merits for applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service

contracts. The TD will continue to keep in view the demand for and operations of hire cars, and implement measures to enhance its operation, in order to meet the travelling demand of the public where necessary and appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)168

(Question Serial No. 2948)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has mentioned in Programme (3) that the Transport Department (TD) would continue to disburse government subsidy to franchised bus companies for installation of seats at bus stops and termini. Please tabulate the locations of bus stops at which seats were installed in the past year and the locations of bus stops to be installed with seats in the coming year.

On the other hand, owing to the occurrence of serious traffic accidents involving buses from time to time, would the Government consider subsidising franchised bus companies to install seat belts on all franchised buses? If yes, what are the details of the plan? If not, what is the reason?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 36)

Reply:

The Government subsidises franchised bus companies to install seats at about 2 600 covered bus stops in three phases for completion by 2019-20. Under phase one of the subsidy scheme (November 2017 – June 2018), a total of about 800 bus stops will be installed with seats. As at 15 March 2018, installation of seats has been completed at 316 bus stops. Under phase two of the scheme (July 2018 – June 2019), a total of about 1 000 bus stops will be installed with seats. Locations of bus stops installed / to be installed with seats under the first two phases of the scheme are set out at Annex 1 and Annex 2.

Following the recent serious accidents involving franchised buses, the TD has recently set up a working group with representatives from all franchised bus companies and bus manufacturers to review the technical feasibility, applicability and other issues related to, among others, the installation of seat belts on all seats on franchised buses. At present, the Government does not have any plan to provide subsidy in this respect.

(A) Locations of 316 bus stops with seats installed under phase one of the Subsidy Scheme (i.e. November 2017 – June 2018)
(as at 15 March 2018)

Des Voeux Road West before Hill Road
Pok Fu Lam Road near HKU Yam Pak Building
Braemar Hill Bus Terminus
15 A Kung Ngam Road o/s Block F, Ming Wah Dai Ha
Tin Hau Temple Road opp. Block A, Coral Court
Argyle Street Kowloon City Police Station L/P AE6264-3
Chatham Road North o/s House No. 275 o/s Ulfert near Valley Road
Hung Hom Ferry Bus Terminus
Hung Lok Road o/s House No. 12 Harbourview Horizon
Junction Road near Renfrew Road o/s Hong Kong Baptist University
Junction Road near Kam Shing Road o/s Kam Shing Road Recreation Ground
Ma Tau Wai Road near U.C. To Kwa Wan Market
Ma Tau Wai Road House No. 21 o/s Eldex Industrial Building
Ma Tau Wai Road House No. 29
Ma Tau Wai Road House No. 21
Mok Cheong Street House No. 19 The HK Society for the Blind [2]
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude [2]
Pui Ching Road near Man Fuk Road
Shing Kai Road near Tak Long Estate
Shing Kai Road near Muk Hung Street
To Kwa Wan Road House No. 19
To Kwa Wan Road House No. 13 near Hung Fook Street
Waterloo Road opp. Baptist University
Waterloo Road House No. 96-94 Kowloon Hospital
Wuhu Street Walker Road
Cha Kwo Ling Road o/s Shing Yip Street Rest Garden
Chun Wah Road opp. Lok Nga Court near L/P E2801
Chun Wah Road o/s Lok Wah Community Centre
Choi Ha Road opp. Ying On House Choi Ying Estate
Hip Wo Street o/s Wo Lok Estate [2]
Hong Ning Road o/s House No. 149
Kai Tin Road opp. Lam Tin Clinic
Kai Tin Road opp. Kei Hau Secondary School
Ko Chiu Road opp. Ko Chun Court
Kwun Tong Ferry Bus Terminus [2]
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [4]
Kwun Tong Road opp. Kowloon Bay Railway Station
Kwun Tong (Yue Man Square) Bus Terminus
Kwun Tong Road o/s APM Millennium City 5 [2]

Kwun Tong Road House No. 406 o/s PCCW Telephone Exchange
 Kwun Tong Road o/s Telford Gardens [3]
 Lam Tin (North) Bus Terminus [2]
 Lee On Road o/s Shun On Restaurant Shun On Estate
 Lee On Road o/s Lee Yip House Shun Lee Estate
 Lee On Road near Shun Lee Fire Station
 Lei Yue Mun Road o/s Kwun Tong Swimming Pool
 Lei Yue Mun Road opp. St. Antonius Girls' College
 Lei Yue Mun Road near Lam Tin Railway Station
 Chun Wah Road Ngau Tau Kok Bus Terminus [3]
 Ngau Tau Kok Road opp. Amoy Gardens [2]
 Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214
 Pik Wan Road near Tak Hong House Tak Tin Estate
 Prince Edward Road East near Choi Hung Interchange
 Sau Mau Ping Road near Hiu Kwong Street
 Sau Ming Road opp. Sau Ming House
 Shun Tin Bus Terminus
 Shun On Road Shun Tin Bus Terminus
 Wang Kwong Road o/s Richland Gardens Shopping Centre
 Castle Peak Road near Yiu Wing Lane [2]
 Castle Peak Road o/s Tai Wo Hau Sports Centre
 Ching Hong Road o/s Hong Shun House Cheung Hong Estate
 Ching Hong Road o/s PLK Lo Kit Sing (1983) College
 Chung Mei Road near Hong Shun House Cheung Hong Estate
 Chung Mei Road o/s OSH Academy
 Chung Mei Road near Tsing Yi Fire Station
 Fung Shue Wo Road near Tai Wong Ha Tsuen
 Fung Shue Wo Road opp. Yee Yat House
 Kwai Chung Road near Kwai Yik Road
 Kwai Chung Road opp. Kwai Fong Estate o/s Yue Lam Industrial Building
 Kwai Fuk Road o/s Kwai Tsing Theatre
 Kwai Hing Road o/s Hing Fuk House Kwai Hing Estate
 Kwai Shing Circuit o/s Lee Yat Ngok Memorial School
 Lai King Hill Road near Kwai Chung Interchange
 On Yam Bus Terminus
 Shek Pai Street o/s Shek Foon House
 Sheung Kok Street o/s Luk Kwai House Kwai Chung Estate
 Tai Pak Tin Street near On Chit Street
 Fung Shue Wo Road o/s Tsing Yi Ferry
 Tsing King Road opp. Tsing Yi Sports Ground
 Wo Yi Hop Road o/s House No. 33 The Apex
 Wo Yi Hop Road o/s House No. 103-107 Park Sun Building
 Wo Yi Hop Road o/s House No. 208
 150 Pok Fu Lam Road o/s LCSD Pokfulam Nursery
 Aberdeen Praya Road o/s Aberdeen Promenade
 Chun Yat Street near Hong Kong Oxygen
 Clear Water Bay Bus Terminus
 Hang Hau Road opp. Boon Kin Village

Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [6]
 Po Lam Road North o/s Block 5 Hong Sing Garden
 Po Lam Road North near Tsui Lam Estate [2]
 Po Lam Road North near Yan Kuk House Yan Ming Court [3]
 Po Lam Road North o/s Yan Ming Court [2]
 Po Tung Road near Sai Kung Town Hall
 Po Hong Road near Kwong Ming Court
 Po Hong Road near Verbena Heights [2]
 Po Yap Road near Tseung Kwan O Plaza
 Sai Kung Bus Terminus [3]
 Tai Mong Tsai Road Mak Pin
 Tong Ming Street opp. Tong Ming Court
 Tong Ming Street opp. Beverly Garden
 Tong Ming Street opp. Sheung Tak Shopping Mall
 Wan Po Road near Pak Shing Kok
 Yan King Road o/s Yan Ming Court near L/P EA9627-G
 Castle Peak Road opp. Jao Tsung-I Academy
 Cheung Sha Wan Road o/s Yee Kok Court
 Cheung Sha Wan Road o/s House No. 339 near Yee Kok Court
 Cheung Sha Wan Road o/s Cheung Sha Wan Estate
 Cheung Sha Wan Road o/s Cheung Sha Wan Playground
 Cheung Sha Wan Road o/s Cheung Sha Wan Plaza [2]
 Cheung Sha Wan Road near Mei Foo Railway Station
 Cheung Sha Wan Road south of Wing Lung Street
 Lai Chi Kok Road o/s House No. 808 Good Luck Industrial Centre
 Lai Chi Kok Road o/s House No. 250
 Lung Cheung Road o/s Beacon Heights
 Nam Cheong Street opp. Shui Tin House
 Nam Cheong Street o/s Wong Tai Shan Memorial College
 Nam Cheong Street o/s Shek Kip Mei Commercial Centre
 So Uk Bus Terminus
 Tai Hang Tung Road o/s Concordia Lutheran School
 Tonkin Street o/s Cheung Sha Wan Railway Station
 Yen Chow Street o/s Sham Shui Po Police Station
 Yen Chow Street West opp. Nam Cheong Estate
 A Kung Kok Street opp. Sha Tin Hospital
 A Kung Kok Street near Sha Tin Hospital
 Che Kung Miu Road near Tai Wai Railway Station
 Chevalier Garden Bus Terminus [4]
 Chun Shek Estate o/s Shek Yuk House
 Chung Ling Road near Tung Lo Wan Village
 Fo Tan (Shan Mei Street) Bus Terminus [2]
 Hang Hong Street o/s Tsang Pik Shan Secondary School
 Hang Hong Street near Yiu Him House Yiu On Estate [2]
 Hang Tak Street near Hang Shun Street
 Heng On Bus Terminus [2]
 Hin Keng Street near Hin Pui House [2]
 Hin Keng Bus Terminus [2]

Hung Mui Kuk Road o/s Sun Yuet House [2]
 Hung Mui Kuk Road near Chung Pak Road
 Hung Mui Kuk Road opp. Sun Yuet House
 Kam Ying Road o/s Kam Ying Court
 Kwong Yuen Bus Terminus [3]
 Kwong Sin Street near Kwong Yuen
 Mei Tin Road o/s Yat Shing House May Shing Court
 Mei Tin Road o/s Tai Wai Market
 Mei Tin Road o/s Holford Gaden
 Ngan Shing Street o/s St. Rose of Lima's College
 Ngan Shing Street opp. Yue Tin Court
 Ngau Pei Sha Street o/s Yu Chui Court [2]
 Sai Sha Road near Lee Wing House Lee On Estate
 Sai Sha Road opp. Chung On
 Sha Kok Street o/s Sha Kok Estate
 Sha Kok Street o/s Pok Hong Bus Terminus
 Sha Tin Railway Station Bus Terminus
 Sha Tin Tau Road o/s Yan Wai House
 Sha Tin Wai Road near Li Ka Shing Specialist Clinic
 Siu Lek Yuen Road o/s Cypress House Kwong Yuen Estate [2]
 Siu Lek Yuen Road o/s Siu Lek Yuen Village
 Tai Chung Kiu Road o/s Block 13, City One Shatin
 Tai Po Road near Shek Lei Pui Reservoir
 Tin Sam Street o/s Tin Sam Village
 University Railway Station Bus Terminus
 Wong Nai Tau Bus Terminus [3]
 Yuen Wo Road o/s Wo Che Shopping Centre [2]
 Yuen Wo Road opp. Wo Che Estate
 Yuen Wo Road opp. Lek Yuen Estate [2]
 Castle Peak Road near Tuen Mun Hospital opp. L/P H4932
 Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196
 Castle Peak Road near Nai Wai opp. L/P FA8102
 Castle Peak Road Prime View Garden opp. L/P H0806
 Castle Peak Road opp. Rosedale Garden opp. L/P H1086
 Castle Peak Road opp. Sam Shing Estate near L/P DD0166
 Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007
 Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]
 Pui To Road near Hang Wai Industrial Centre near L/P FA2217
 Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969
 Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451
 Tai Hing Street Tai Hing Commercial Complex near L/P DD0950
 Tin King Road near San Wai Court opp. L/P FA2623
 Tin King Road Leung Tin Sports Centre near L/P FA2635
 Tuen Fat Road Waldorf Garden near L/P H1867
 Tuen Hing Road near New Town Commercial Arcade near L/P H0399
 Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379
 Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072
 Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065

Wu King Road Wu Tsui House Wu King Estate near L/P H0957
 Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958
 Wu Chui Road Siu Hei Court opp. L/P DD0976
 Wu Chui Road Melody Garden opp. L/P H4589
 Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]
 Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233
 Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239
 Kwong Wang Street opp. Wang Fuk Court near L/P N4824
 Kwong Wang Street near Wang Fuk Court opp. L/P N4824
 Lam Kam Road Chung Uk Tsuen opp. L/P EB0516
 On Cheung Road Eightland Gardens near L/P EB3767
 On Cheung Road o/s Fortune Plaza Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356
 Ting Kok Road Wing Fai Garden opp. L/P DE0070
 Ting Kok Road Po Sum Pai opp. L/P AE0645
 Ting Kok Road Shuen Wan near L/P AE1620
 Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820
 Tsuen King Circuit o/s Allway Gardens Phase 3
 Castle Peak Road near Fu Wah Street
 Castle Peak Road opp. Ma Wan Pier
 Cheung Shan Estate Road West o/s Sau Shan House Cheung Shan Estate
 Sha Tsui Road o/s House No. 213 Lady Trench Polyclinic [2]
 Shek Wai Kok Road Shek Wai Kok Bus Terminus
 Tai Chung Road near Yuen Tun Circuit
 Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre
 Tsuen King Circuit o/s Tsuen King Circuit Market
 Tsuen King Circuit o/s Tsuen Wan Centre Shopping Arcade
 Wing Shun Street under Tsuen Wan Road Flyover
 Wo Yi Hop Road o/s Hong Shue House Lei Muk Shue Estate
 Wo Yi Hop Road o/s Wo Yi Hop Road Sports Ground
 Yeung Uk Road opp. Yeung Uk Road Market o/s Citywalk 2
 7 Gloucester Road o/s Immigration Tower
 336 Tai Hang Road o/s Marymount Primary School
 Chuk Yuen Estate Bus Terminus
 Choi Hung Road o/s House No. 8 near Ning Yuen Street
 Fu Mei Street o/s Wang Chiu House Wang Tau Hom Estate
 Hammer Hill Road near Chun Tok School
 Hammer Hill Road near East Kowloon Polyclinic
 Lung Cheung Road o/s Ngau Chi Wan Village Ngau Chi Wan
 Lung Cheung Road near Tan Fung House Choi Hung Estate [2]
 Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]
 Lung Cheung Road near Wing Kwong College
 Ma Chai Hang Road opp. Tin Ma Court
 Po Kong Village Road near Fu Shan Estate
 Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate
 Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
 Tsz Wan Shan Road o/s Lok Wah Street Playground near L/P E69036
 Tsz Wan Shan Road o/s Tak Oi Secondary School
 Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court

Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A
 Castle Peak Road o/s Villa By the Park near L/P AD6527
 Castle Peak Road near Healey Mansion near L/P DD1009
 Castle Peak Road San Wai (Fairview Park) near L/P FA8356
 Castle Peak Road House No. 142 near L/P DD1027
 Castle Peak Road near Yuen Long Police Station near L/P DD1031
 Castle Peak Road Hung Shui Kiu opp. L/P AD2839
 Kam Tin Road near Lo Uk Tsuen opp. L/P U8859
 Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926
 S5 Access Road near Pok Oi Hospital near L/P FB9671
 Tin Shui Bus Terminus
 Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
 Tin Yiu Road o/s Tin Shing Shopping Centre opp. L/P DD3033A
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033A
 Tin Shing Road o/s Kenswood Court opp. L/P DD1052
 Tin Shing Road o/s Tin Tsz Commercial Complex opp. L/P DD1039
 Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178
 Tin Kwai Road near Maywood Court near L/P AD5708
 Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215
 Tin Wah Road near Tin Yuet Estate opp. L/P AAD1305
 Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313
 Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062
 Yuen Long (West) Bus Terminus
 Boundary Street o/s House No. 15 near Tai Nam Street
 Cherry Street o/s Central Park
 Gascoigne Road after Labour Tribunal
 Hoi Wang Road o/s Charming Garden
 Hung Hom Railway Station Bus Terminus [2]
 Nathan Road o/s House No. 133 Park Lane
 Prince Edward Road West o/s Prince Edward Road /Nullah Road Garden
 Tai Kok Tsui Road o/s House No. 121
 Wylie Road Queen Elizabeth Hospital L/P AA1278-6G

* Note: At some locations, seats were installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters installed with seats at the location concerned.

(B) Locations of bus stops with seats to be installed under phase one of the Subsidy Scheme (i.e. November 2017 – June 2018)
(as at 15 March 2018)

Connaught Road Central o/s Jardine House
12- 16 Des Voeux Road Central o/s The Landmark
Chater Road o/s Statue Square [2]
23 Cotton Tree Drive o/s Hong Kong Squash Centre
168- 200 Connaught Road Central o/s Shun Tak Centre
Man Kwong Street o/s Central Pier 5 [2]
Queensway o/s Bank of China Tower [2]
Connaught Road Central o/s City Hall [2]
88 Queensway o/s Pacific Place
Connaught Road Central o/s Statue Square
Robinson Road opp. Garden Terrace
4 Des Voeux Road Central near HSBC Main Building
Man Kwong Street o/s Central Pier 6
Pok Fu Lam Road o/s HKU Haking Wong Building
Pok Fu Lam Road opp. HKU Jockey Club Student Village I
Harcourt Road o/s Central Government Offices
Connaught Road Central o/s Shun Tak Centre [7]
Des Voeux Road Central o/s Chater Garden
3 MacDonnell Road near YWCA
Des Voeux Road West after Queen's Road West
Kennedy Town Praya opp. Collinson Street
Kennedy Town Praya before Sai Cheung Street
38 Kennedy Town Praya o/s Belcher Bay Park
Pok Fu Lam Road opp. Pokfield Road Bus Terminus
2 Murray Road o/s Murray Road Multi-Storey Car Park
Cotton Tree Drive o/s Lippo Centre
Pier Road opp. Harbour Building
139 Des Voeux Road West after Eastern Street
Des Voeux Road West before Hill Road
Shing Sai Road near Kennedy Town New Praya
Pok Fu Lam Road opp. Pok Fu Lam Road Playground
Pok Fu Lam Road o/s Pok Fu Lam Road Playground
10 Park Road opp. St. Stephen's Girls' College
Peak Road before Mount Kellett Road
Caine Road o/s Caine Road Garden
Fu Yee Road o/s Block 2 Cheerful Garden
Chai Wan Road after pedestrian flyover to Hing Man Estate
Fu Yee Road o/s Cheerful Garden
Wan Tsui Road o/s Hing Wah Estate Phase I Shopping Centre
Wan Tsui Road o/s Hing Tsui House, Hing Wah Estate
Aldrich Street near Nam On Street and Po Man Street [3]
Wing Tai Road o/s Tsui Shou House, Tsui Wan Estate [2]
Chai Wan Road after Lok Man Road

King's Road opp. Tsing Fung Street
 1037 King's Road o/s Block A, Westlands Gardens
 Lei King Road opp. On Ping Mansion (Tower 14), Lei King Wan
 Tai Hong Street o/s Tai Hong House
 852 King's Road before Mansion Street
 2 Kornhill Road o/s Kornhill Plaza (South)
 Shun Tai Road o/s HKIVE (Chai Wan)
 Yiu Hing Road opp. Smiling Shau Kei Wan Plaza
 Yiu Hing Road o/s Yiu Kwai House, Yiu Tung Estate
 Yiu Hing Road o/s Leung Lee Sau Yu Memorial Primary School
 Yiu Hing Road o/s Yiu Hing House, Yiu Tung Estate
 Yiu Hing Road opp. Yiu Wah House, Yiu Tung Estate
 Yiu Hing Road opp. Yiu Tung Shopping Centre
 Yiu Hing Road o/s Yat Hei House (Block B), Tung Hei Court
 Yiu Hing Road o/s Tung Hei Court Multi-storey Car Park
 Chai Wan Road near Koway Court [2]
 Chai Wan Road before Tai Tam Road
 140 Tsat Tsz Mui Road o/s Lady Robert Black Clinic
 Tin Chiu Street o/s Tin Chiu Street Playground
 511 King's Road o/s Island Place
 Java Road opp. Ibis North Point
 Siu Sai Wan Road o/s Siu Sai Wan Estate Shopping Centre
 Oi Yin Street o/s Aldrich Garden [3]
 Tin Hau Temple Road opp. Viking Villas
 Braemar Hill Road after Hau Yuen Path
 Yee King Road near L/P 33387
 Yiu Hing Road o/s Hing Tung Shopping Centre
 Yiu Hing Road o/s Yiu Wah House, Yiu Tung Estate
 Yiu Hing Road opp. King Hei House, Tung Hei Court
 Island Eastern Corridor o/s Chong Gene Hang College
 Island Eastern Corridor o/s Chai Wan Park
 Chai Wan Road before Yee Tai Street
 Chai Wan Road o/s Wan Tsui Market [2]
 Chai Wan Road o/s Star of the Sea Catholic Church
 Siu Sai Wan Road o/s Siu Sai Wan Sports Ground
 Siu Sai Wan Road opp. Siu Sai Wan Sports Ground
 Siu Sai Wan Road o/s Harmony Garden [2]
 Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court
 Shun Tung Road o/s Tung Shing House, Fu Tung Estate
 Tat Tung Road o/s Fu Tung Plaza
 Shun Tung Road opp. Tung Chung Crescent
 Shun Tung Road o/s Tung Chung Crescent
 Tat Tung Road near Mei Tung Street
 South Lantau Road (e/b) near Upper Wan Lung
 South Lantau Road (e/b) after Ma Po Ping Road
 South Lantau Road (e/b) opp. Changing Room - Upper Cheung Sha Beach
 South Lantau Road (e/b) o/s Upper Cheung Sha Village
 South Lantau Road (e/b) before San Shek Wan Roundabout

Tung Chung Road (n/b) near Cheung Sha Catchwater
 Tung Chung Road (n/b) near Pak Kung Au
 Shun Tung Road o/s Yu Tung Court
 Tat Tung Road near Mei Tung Street o/s Tung Chung Skyrail Terminal
 Tat Tung Road o/s Fu Tung Plaza [2]
 Tung Chung Railway Station Bus Terminus [5]
 Wai Tung Road opp. Seaview Crescent
 Argyle Street opp. House No. 106D
 Argyle Street Kowloon Hospital L/P E6277-7 [2]
 Argyle Street Hong Kong Eye Hospital L/P BE6265-9
 Argyle Street House No. 163 after Forfar Road
 Oi Man Estate o/s Oi Man Plaza
 Chatham Road North House No. 508
 Cornwall Street east of Ede Road
 Hung Hom South Road near Cheong Wan Road
 Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
 Ma Tau Chung Road o/s Argyle Street Playground
 Argyle Street o/s Argyle Street Playground
 Prince Edward Road East opp. ex-San Po Kong Magistracy
 Prince Edward Road East near Sa Po Road
 Hiu Kwong Street opp. Hiu Lai Court
 Kwun Tong Ferry Bus Terminus [3]
 Kwun Tong Road Kwun Tong Railway Station Bus Terminus [2]
 Kwun Tong Road near Lotus Tower
 Kwun Tong Road o/s Millennium City [2]
 Kwun Tong Road o/s Telford Gardens
 Kwun Tong Road o/s Kai Yip Estate
 Lam Tin (Kwong Tin Estate) Bus Terminus [2]
 Lee On Road o/s Lee Hang House Shun Lee Estate
 Lei Yue Mun Road o/s Kowloon East Government Offices
 New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
 Ngau Tau Kok Road o/s Sheung Tai House Upper Ngau Tau Kok Estate
 Sau Ming Road opp. Sau Mau Ping Shopping Centre
 Shun Lee Bus Terminus
 Tsui Ping Road o/s Tsui Pak House Tsui Ping Estate
 Yue Man Square o/s House No. 44A
 233 Hing Fong Road o/s Metroplaza
 Castle Peak Road near Tsui Yiu Court
 Castle Peak Road near Shek Ying Path
 Castle Peak Road o/s Greenknoll Court
 Cheung Ching Bus Terminus near Cheung Ching Estate Community Centre
 Cheung Wing Road o/s Sun Fung Centre
 Cheung Wang Bus Terminus
 Hing Fong Road o/s Kwai Chung Sports Ground
 Hing Fong Road o/s Metroplaza
 Kwai Chung Road o/s Kwai Fong Shopping Centre
 Kwai Chung Road near Kwai Yik Road
 Kwai Chung Road near Hoover Industrial Building

Lai King Hill Road near Kau Wa Keng Village
 Lai King Hill Road near Kwai Chung Interchange
 Lai King Hill Road Lai King North Bus Terminus
 On Yam near Tak Yam House
 Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate
 Tsing Yi Heung Sze Wui Road o/s Tsing Yi Police Station
 Tsing Yi Heung Sze Wui Road o/s Greenfield Garden
 Tsing King Road near Tsing Luk Street
 Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142
 Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536
 Ching Ho Estate Bus Terminus [2]
 Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562
 Fan Kam Road Tsiu Keng opp. L/P N8913
 Fan Kam Road Ping Kong opp. L/P AD8350
 Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]
 Jockey Club Road Shum Shing Middle School opp. L/P AD2683
 Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693
 Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382
 Pak Wo Road Fanling Railway Station opp. L/P EC0151 [2]
 Pak Wo Road Yan Shing Court near L/P AD4514
 Pak Wo Road Fung Ying Seen Koon near L/P EB5579
 Pak Wo Road Ng Uk Village opp. L/P EA3049
 Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902
 San Wan Road near Oil Station opp. L/P BN3148
 San Wan Road opp. Landmark North near L/P EB7355
 San Wan Road opp. Landmark North near L/P EB7353
 Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677
 Sha Tau Kok Road opp. Oil Station opp. L/P N7665
 Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319
 Tai Ping Bus Terminus near North District Hospital near L/P EA2988
 Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948
 Wo Muk Road Union Plaza opp. L/P DD0742
 Yat Ming Road Dawning Views opp. L/P EA1981
 Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981
 Wu Nam Street opp. On Tai Building [5]
 Wong Chuk Hang Road after Ocean Park Road
 Pok Fu Lam Road opp. HKU University Hall
 Cyberport Road opp. Residence Bel-Air Phase 2-South Towers
 30 Aberdeen Main Road near Seaview Court
 Cyberport Road o/s Bel-Air on The Peak
 162 Pok Fu Lam Road o/s Pok Fu Lam Village [2]
 Wong Nai Chung Gap Road opp. HK Tennis Centre
 Aberdeen Praya Road o/s Ocean Court
 Tin Wan Praya Road near Hing Wai Industrial Centre
 Nam Fung Road after Deep Water Bay Road
 38 Island Road o/s Deepdene
 76 Chung Hom Kok Road
 Chung Hom Kok Road opp. Chung Hom Kok Fire Station

2 Wah Fu Road o/s Pok Fu Lam Terrace
 Nam Fung Road o/s Wong Chuk Hang Hospital / Complex for Elderly
 168 Wong Chuk Hang Road o/s Wong Chuk Hang Indoor Games Hall
 Chi Fu Road after Chi Fu Close
 Chi Fu Road o/s Chi Fu Fa Yuen Tennis Court
 Pok Fu Lam Road o/s Middleton Towers
 Pok Fu Lam Road opp. Yu Chun Keung Memorial College No.2
 Yue Kwong Road opp. Hoy Au Lau, Yue Kwong Chuen
 Aberdeen Reservoir Road opp. Pak Sha Lau, Yue Kwong Chuen
 Wong Chuk Hang Road o/s Wong Chuk Hang San Wai
 Pok Fu Lam Road opp. HKCCCU Pok Fu Lam Road Cemetery
 Stanley Village Road before Stanley Beach Road
 41 Stanley Village Road o/s Stanley Court
 Lei Tung Estate Road o/s Lei Tung Shopping Centre (Phase 2)
 Wah King Street near Wah Chui House, Wah Fu Estate
 Aberdeen Praya Road o/s Aberdeen Promenade
 Chi Fu Road o/s Block 1-7, Chi Fu Fa Yuen
 Nam Fung Road near South Island School
 7 Stanley Village Road o/s Stanford Villa
 Cape Road after access road to Lung Tak Court [2]
 Cape Road opp. Lung Tan House, Lung Yan Court
 Cape Road o/s Koon Ma House, Ma Hang Estate
 Wah King Street o/s Hong Fu Playground
 Ap Lei Chau Bridge Road before Lee Chi Road
 Tai Tam Road opp. The Red Hill Peninsula
 Pok Fu Lam Road opp. Queen Mary Hospital
 Repulse Bay Road opp. The Repulse Bay / Old Repulse Bay Hotel
 Wong Chuk Hang Road o/s Wong Chuk Hang Hospital / Complex for Elderly
 33 Tai Tam Road o/s The Manhattan
 84 Stanley Village Road after Wong Ma Kok Road
 Stanley Gap Road after Stanley Gap Road Interchange
 Cape Road o/s Chun Ma House, Ma Hang Estate
 Po Ning Road opp. Tak Fu House, Hau Tak Estate
 Po Yap Road o/s Bauhinia Garden Multi-storey Car Park
 Po Yap Road opp. Tseung Kwan O Station
 King Ling Road o/s Kin Ming Estate
 Tong Ming Street opp. Sheung Tak Plaza
 Po Yap Road o/s Tseung Kwan O Station
 Po Yap Road o/s Tseung Kwan O Plaza
 King Ling Road opp. Tiu Keng Leng Station Public Transport Interchange
 8 Yan King Road o/s Metro City II
 Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital
 Hiram's Highway Marina Cove
 Tong Ming Street o/s Sheung Tak Plaza
 Po Lam Road North opp. Ying Ming Court
 Po Hong Road opp. Block 7, Verbena Heights
 Po Hong Road o/s Block 4, Serenity Place
 Po Hong Road o/s Kwong Ning House, Kwong Ming Court

Po Lam Road North o/s Yan Ming Court Shopping Centre
 Tong Yin Street o/s Tseung Kwan O Catholic Primary School
 Po Fung Road o/s Metro City
 Pui Shing Road o/s Nam Fung Plaza
 Sai Kung Bus Terminus
 Sham Mong Road o/s Aqua Marine
 Cheung Sha Wan Road o/s Yat Ching House Yee Ching Court
 Cheung Sha Wan Road o/s Yee Kok Court
 Cheung Sha Wan Road o/s Cheung Sha Wan Playground [2]
 Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall
 Cheung Sha Wan Road opp. Cheung Sha Wan Post Office [2]
 Lai Chi Kok Road o/s Sham Shui Po Park
 Lai Chi Kok Road o/s Mei Foo Plaza Mei Foo Sun Chuen
 Lai Chi Kok Road opp. Mei Foo Bus Terminus [3]
 Mei Foo Bus Terminus
 Tai Po Road opp. House No. 70
 Tai Po Road opp. SCAD Hong Kong
 A Kung Kok Street opp. Sha Tin Hospital [2]
 A Kung Kok Street near Sha Tin Hospital
 Fo Tan (Shan Mei Street) Bus Terminus
 Hin Keng Street near Hin Hing House
 Mei Tin Road o/s Tai Wai Market
 Siu Lek Yuen Road o/s Siu Lek Yuen Road Playground
 Hang Hong Street opp. Yiu On Estate Bus Terminus
 Ngan Shing Street near Prince of Wales Hospital Main Clinical Block
 Ning Tai Road near L/P AE0393
 Pak Hok Ting Street near Royal Park Hotel
 Sai Sha Road opp. Villa Athena [2]
 Sai Sha Road o/s Ma On Shan Town Centre Bus Terminus
 Sai Sha Road o/s Bayshore Towers
 Sai Sha Road near Villa Athena
 Shatin Centre Street o/s Hilton Centre
 Sha Tin Wai Road near Sha Kok Estate
 Tai Chung Kiu Road opp. Ravana Garden [2]
 Tai Chung Kiu Road o/s Block 13, City One Shatin
 Tai Chung Kiu Road o/s Belair Garden
 Tai Chung Kiu Road o/s Garden Rivera
 Tam Kon Po Street o/s Sha Tin Town Hall
 Yuen Wo Road o/s Lek Yuen Estate
 Wu Sau Street o/s Block 2, Yuet Wu Villa
 Wu Chui Road o/s Pierhead Garden / Light Rail Ferry Pier Terminus
 Castle Peak Road - Castle Peak Bay o/s Seaview Garden
 Wu Chui Road o/s Tip Sum House, Butterfly Estate
 Castle Peak Road - So Kwun Wat before So Kwun Wat Road
 Tuen Mun Heung Sze Wui Road o/s Light Rail Town Centre Stop
 Castle Peak Road - Castle Peak Bay opp. Castle Peak Beach
 Wu King Road near Wu Poon House, Wu King Estate
 18 Tsing Hoi Circuit o/s Lok Hang Yuen, Chi Lok Fa Yuen

Castle Peak Road near Waldorf Garden opp. L/P H3636
 Castle Peak Road Fu Tai Estate opp. L/P DD0197
 Lung Mun Road opp. Glorious Garden near L/P AD0429
 Ming Kum Road o/s Po Tin Interim Housing opp. L/P FA2578
 Tuen Fat Road Waldorf Garden near L/P H1867
 Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
 Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311
 Nam Wan Road near Uptown Plaza opp. L/P EA7573
 On Cheung Road Tai Po Civic Centre opp. L/P EB3767
 Po Heung Street Luk Heung Public School opp. L/P N3269
 Po Heung Street Luk Heung Public School opp. L/P N3267
 Tai Po Central Bus Terminus [2]
 Tai Po Road Kwong Fuk Estate near L/P EA7874 [2]
 Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313
 Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033
 Tai Po Tau Bus Terminus
 Ting Kok Road Full Scene Garden opp. L/P DE0075
 Wong Shek Pier
 Tsuen King Circuit o/s Allway Gardens Phase 3
 Castle Peak Road - Sham Tseng o/s Rhine Garden
 Castle Peak Road near Fu Wah Street
 Castle Peak Road near Kin Ming Street
 Castle Peak Road o/s Wing Hong House Fuk Loi Estate
 Castle Peak Road near Tsuen King Circuit near L/P U7252-8
 Castle Peak Road o/s The Panorama
 Discovery Park Bus Terminus [2]
 Tai Ho Road o/s House No. 53-55
 Tai Ho Road o/s Cheuk Ming Mansion
 Wai Tsuen Road near Luk Yeung Sun Chuen
 Stubbs Road o/s Tung Shan Terrace
 555 Hennessy Road o/s East Point Centre / Sogo Department Store [2]
 286 Queen's Road East o/s Queen Elizabeth Stadium
 Causeway Road o/s Victoria Park [2]
 Morrison Hill Road opp. Happy Valley Racecourse (under Morrison Hill Road Flyover)
 Caroline Hill Road opp. South China Athletic Association
 Eastern Hospital Road o/s Hong Kong Stadium
 19 Eastern Hospital Road o/s Tung Wah Eastern Hospital
 Hennessy Road o/s Asian House [2]
 1 Green Lane o/s Aroma House
 22 Hennessy Road after Anton Street
 151- 159 Gloucester Road (inner) o/s AXA Centre
 50 Gloucester Road (outer) o/s Malaysia Building
 58 Mount Butler Road before Mount Butler Drive
 113 Tai Hang Road o/s Swiss Towers
 Tai Hang Road o/s Fontana Gardens
 23 Tai Hang Road o/s Morengo Court
 83 Tai Hang Road before Access Road to Loong Fung Terrace
 Gloucester Road opp. Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)

7 Chun Fai Road o/s Flora Garden
 35 Moorsom Road opp. Jardine's Lookout Garden
 Leighton Road o/s Craigengower Cricket Club
 Hennessy Road o/s Southorn Playground
 Morrison Hill Road o/s Happy Valley Racecourse [2]
 Tung Lo Wan Road o/s Moreton Terrace Playground
 Hing Fat Street o/s Victoria Park Swimming Pool
 28 Harbour Road o/s Causeway Centre
 Wong Nai Chung Road o/s Arts Mansion
 1 Gloucester Road o/s The Hong Kong Academy for Performing Arts
 Victoria Park Road near Causeway Bay Typhoon Shelter
 Causeway Road o/s Hong Kong Central Library
 262 Gloucester Road after Cannon Street
 56 Tai Hang Road o/s C.C. Lodge
 7 Gloucester Road o/s Immigration Tower
 18 Harbour Road o/s Central Plaza
 27 Harbour Road o/s Wan Chai Training Pool
 Queen's Road East o/s St. Joseph's Primary School
 Morrison Hill Road near South Pacific Hotel
 Stubbs Road o/s Lingnan Primary School
 Yee King Road near North Point Government Primary School (Cloud View Road)
 50 Tai Hang Road o/s True Light Middle School of HK
 Lai Tak Tsuen Road opp. Tak Chuen Lau (Block 4), Lai Tak Tsuen
 King's Road after Ngan Mok Street
 Choi Hung Bus Terminus [3]
 Choi Hung Access Road o/s Pik Hoi House Choi Hung Estate
 Chuk Yuen Estate Bus Terminus [2]
 Choi Hung Road near Sze Mei Street Choi Hung Transport Terminus
 Choi Hung Road near Sze Mei Street
 Choi Hung Road o/s House No. 22-24 [2]
 Chuk Yuen Road opp. Rainbow Primary School
 Fung Tak Road o/s House No. 75
 Fung Tak Road o/s Ban Fung House Fung Tak Estate
 Fung Tak Road o/s Lung Poon Court
 Heng Lam Street o/s The Hong Kong Buddhist Hospital
 Lung Cheung Road o/s Lung Cheung Mall
 Prince Edward Road East near Choi Hung Estate
 Prince Edward Road East near Choi Hung Interchange
 Sheung Fung Street o/s Wu York Yu Health Centre
 Tsz Wan Shan Road o/s Ching Hong House Tsz Ching Estate near L/P AB3817 [2]
 Tin Kwai Road o/s Maywood Court, Kingswood Villas [2]
 Tin Shui Road o/s Wah Yau House, Tin Wah Estate
 Tin Sau Road o/s Nang Fu House, Tin Fu Court
 Tin Shui Road o/s Tin Chak Shopping Centre
 Tin Yan Road o/s Kingswood Ginza
 Tin Wu Road o/s Yiu Shing House, Tin Yiu Estate [2]
 Tin Wah Road o/s Tin Yuet Estate Multi-storey Car Park
 Tin Wing Road o/s Light Rail Chestwood Stop

Tin Shui Road opp. Tin Shui Shopping Centre
 Tin Shui Road o/s Tin Shui Wai Park
 Castle Peak Road Shui Pin Wai Estate near L/P AD2894
 Castle Peak Road near Yuen Long Landmark near L/P DD1012
 Castle Peak Road Lok Ma Chau near L/P AD7512
 Castle Peak Road House No. 130 near L/P DD1026
 Long Yat Road Yoho Mall II near L/P AD5179
 Long Yat Road Yoho Mall II near L/P AD5180
 Long Ping Railway Station Bus Terminus near L/P GD2530
 Tai Lam Tunnel BBI (Kowloon Bound)
 Tin Ha Road San Sang Tsuen near L/P FB9105
 Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087
 Tin Shui Road Tin Chung Court opp. L/P DD0537 [2]
 Tin Shui Road Tin Chung Court opp. L/P DD0538
 Tin Shui Road Tin Shui Wai Park near L/P DD0568
 Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338
 Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526
 Tin Fuk Road Tin Yau Court opp. L/P BAD6673 [2]
 Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244
 Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305
 Tin Shui Wai Tin Tsz Estate inside Tin Tsz Estate Bus Terminus
 Argyle Street o/s House No. 83 Sincere House [2]
 Cherry Street opp. CCC Ming Kei College
 Chatham Road South opp. House No. 41-43
 Gascoigne Road Labour Tribunal [2]
 Gascoigne Road Chi Wo Street L/P AA3705-4
 Hoi Fai Road o/s The Long Beach
 Jordan Road before the Junction with Ferry Street
 Jordan Road House No. 3 near Chi Wo Street
 Lai Chi Kok Road o/s House No. 23 Kei Wing Primary School
 Mong Kok East Railway Station Podium [2]
 Nathan Road o/s Peninsula Hotel
 Nathan Road o/s House No. 23-25 Prestige Tower
 Nathan Road o/s House No. 105 near Kowloon Park [2]
 Nathan Road o/s House No. 171-173 o/s Park Lane
 Nathan Road o/s House No. 405 near Market Street [2]
 Waterloo Road south of Dundas Street Kwong Wah Hospital
 Waterloo Road House No. 54 opp. Kwong Wah Hospital

* Note: At some locations, seats will be installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters to be installed with seats at the location concerned.

Locations of bus stops with seats to be installed under phase two of the Subsidy Scheme (i.e. (July 2018 – June 2019)

Argyle Street o/s House No. 123
Argyle Street Kowloon Hospital L/P BE6270-9
Argyle Street Argyle Street Playground
Argyle Street House No. 176 o/s The Astrid
Boundary Street o/s House No. 119
Boundary Street o/s Beverly Villas
Chatham Road North near Chi Kiang Street Garden
Chatham Road North House No. 436-450 [2]
Chatham Road North opp. Ulfert near Ping Chi Street
Chung Hau Street opp. Oi Man Bus Terminus L/P AA1342-6G [2]
Chung Hau Street o/s CEDD Headquarter L/P 5435-5G
Chung Hau Street o/s Cascades near Tsoi Kung Po Secondary School
Chung Hau Street o/s Man Hung House Chun Man Court
Chung Hau Street opp. Carmel Secondary School L/P AA1350-2G
Fat Kwong Street o/s House No. 1A near Ka Wai Chuen
Fat Kwong Street o/s The Open University of Hong Kong
Hung Hom Road south of Man Tai Street
Junction Road House No. 5A
Junction Road House No. 7
Junction Road Yiu Shan School
Junction Road Holy Family School
Kowloon Tong Suffolk Road [2]
Laguna Verde Bus Terminus
Ma Tau Chung Road o/s Argyle Street Playground [3]
Ma Tau Kok Road The Hong Kong Gas Company Limited [2]
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Ma Tau Wai Road near Chi Kwong Street Garden
Prince Edward Road East near Sa Po Road [7]
Prince Edward Road West opp. Regal Oriental Hotel [2]
Prince Edward Road West House No. 377-377A [2]
Prince Edward Road West o/s House No. 361-367
Prince Edward Road West House No. 311C L/P 09491-8
Prince Edward Road West o/sopp. The Lamma Palace
Prince Edward Road West House No. 287 Grandco Mansion
Prince Edward Road West o/s House No. 239
Prince Edward Road West o/s House No. 199
Princess Margaret Road near Greenfield Terrace
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9
Princess Margaret Road Oi Man Estate L/P AA5593-2G
Sheung Foo Street near L/P E6419-3
To Kwa Wan Road House No. 33 near Ngan Hon Street
To Kwa Wan Road House No. 23 near Hung Fook Street [2]
Waterloo Road House No. 81 north of Argyle Street St. George Apartments

Waterloo Road Kowloon Tong Club
 Waterloo Road south of Suffolk Road
 Whampoa Garden Bus Terminus [5]
 Wuhu Street House No. 155
 o/sCha Kwo Ling Road o/s Shing Yip Street Rest Garden [2]
 Chun Wah Road opp. Chun Wah Court
 Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8
 Hip Wo Street o/s House No. 195-197
 Hip Wo Street opp. Cheung Wo Court
 Hiu Kwong Street o/s Hiu Lai Court
 Hong Ning Road near Hong Ning Road Park (Phase I)
 Kai Yip Bus Terminus [3]
 Kai Cheung Road opp. HK Auxiliary Police Force Headquarters
 Kai Fuk Road near KITEC
 Kai Fuk Road near L/P AB3541-1
 Kai Fuk Road opp. KITEC
 Kai Tin Road o/s Kai Tin Shopping Centre
 King Yip Street o/s House No.55
 Ko Chiu Road o/s Ko Yuen House Ko Yee Estate
 Ko Chiu Road o/s the HKCWC WCSY Memorial Care and Attention Home for the Aged
 [2]
 Ko Chiu Road opp. Ko Yuen House L/P E2556-6
 Kowloon Bay Bus Terminus
 Kwun Tong (Elegance Road) Bus Terminus
 Kwun Tong Road o/s St. Joseph's Primary School [2]
 Kwun Tong Road near Choi Shek Lane
 Kwun Tong Road opp. Kowloon Bay Railway Station [3]
 Kwun Tong Road o/s Lower Ngau Tau Kok Estate [3]
 Kwun Tong Road o/s Kwun Tong Road Sitting-Out Area [2]
 o/sKwun Tong Road near Yue Man Centre [2]
 o/so/sKwun Tong Road opp. APM Millennium City 5 [2]
 Kwun Tong (Yue Man Square) Bus Terminus [2]
 Kwun Tong Road o/s Millennium City
 Kwun Tong Road opp. Lower Ngau Tau Kok Estate
 Kwun Tong Road o/s Telford Gardens
 Lam Tin Railway Station Bus Terminus [9]
 Lee On Road o/s Shun On Restaurant Shun On Estate
 Lee On Road near Shun Lee Fire Station
 Lei Yue Mun Road o/s Kwun Tong Swimming Pool
 Lei Yue Mun Road o/s Yau Tong Estate
 Lei Yue Mun Road opp. St. Antonius Girls' College [2]
 Lei Yue Mun Road near Lam Tin Railway Station
 Lei Yue Mun Road o/s Kowloon East Government Offices [3]
 Lin Tak Road opp. Mei Tin House Hing Tin Estate
 Lin Tak Road opp. Hong Yat Court
 New Clear Water Bay Road o/s Kei Shun Special School Shun Lee Estate
 Chun Wah Road Ngau Tau Kok Bus Terminus
 Ngau Tau Kok Road o/s House No. 245 Hay Cheuk Lau Garden Estate
 Ngau Tau Kok Road o/s Ngau Tau Kok Railway Station

Ngau Tau Kok Road near Kwun Tong Government Primary School
 Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate
 Pik Wan Road near Cheung Pak House Hong Pak Court
 Pik Wan Road o/s Heng Nga House Hong Nga Court
 Pik Wan Road o/s Tak King House Tak Tin Estate
 Pik Wan Road opp. Tak King House Tak Tin Estate
 Pik Wan Road o/s Tak Lok House Tak Tin Estate near L/P LAA6890-6
 Pik Wan Road opp. Tak Lung House Tak Tin Estate
 Pik Wan Road o/s Kwong Ching House Kwong Tin Estate
 Pik Wan Road o/s Kwong Tin Shopping Centre
 Ping Shek Bus Terminus
 Clear Water Bay Road Ping Shek Bus Terminus o/s Choi Hung Railway Station
 Po Lam Road opp. Po Tat Estate
 Po Lam Road o/s Po Tat Estate
 Prince Edward Road East near Choi Hung Interchange [2]
 Sau Mau Ping (Upper) Bus Terminus [2]
 Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate
 Sau Mau Ping Road Ning Po No. 2 College
 Sau Ming Road o/s Sau Ming House
 Sau Ming Road o/s Sau Fu House
 Sau Ming Road opp. Sau Hong House [2]
 Shun Lee Bus Terminus [2]
 Shun Tin Bus Terminus [2]
 Sheung Yuet Road opp. Enterprise Square
 Shun Lee Tsuen Road o/s Leung Sing Tak Primary School near L/P AB4077-9
 Tak Tin Street o/s Hong Yat Court
 Tak Tin Street o/s Kai Wong House Kai Tin Estate
 Tseung Kwan O Road opp. Kwun Tong Police Station
 Tsui Ping Road o/s Po Pui Court
 Tsui Ping Road o/s Tsui Tsz House Tsui Ping Estate
 Wang Chiu Road o/s Block 18, Richland Gardens
 Wang Chiu Road o/s Block 13, Richland Gardens [2]
 Wang Chiu Road o/s Kai Yip Bus Terminus
 Wang Chiu Road near House No. 17
 Wang Chiu Road opp. Richland Gardens Shopping Centre
 Wang Kwong Road o/s Richland Gardens Shopping Centre
 Castle Peak Road near Chung Shan Terrace [2]
 Castle Peak Road o/s Kwai Chung Public School
 Castle Peak Road o/s Wah Yuen Chuen
 Ching Hong Road o/s Hong Shun House Cheung Hong Estate
 Ching Hong Road o/s Hong Cheung House
 Ching Hong Road o/s PLK Lo Kit Sing (1983) College
 Ching Hong Road near Cheung Ching Estate Bus Terminus
 Ching Hong Road o/s Ching Wai House Cheung Ching Estate [3]
 Ching Hong Road opp. Cheung Ching Bus Terminus
 Ching Hong Road opp. PLK Lo Kit Sing (1983) College
 Ching Hong Road opp. Cheung Hong Estate
 King Cho Road o/s Cho Yiu Chuen Commercial Complex
 Chung Mei Road near Ha Ko Tan Street

Chung Mei Road o/s Hong Fu House Cheung Hong Estate
 Chung Mei Road o/s Hong Fung House Cheung Hong Estate
 Fung Shue Wo Road opp. Tsing Yi Garden
 Fung Shue Wo Road o/s Yee Yip House Tsing Yi Estate
 Fung Shue Wo Road o/s Tsing Kin Temporary Housing Area
 Hing Fong Road o/s Osman Ramju Sadick Memorial Sports Centre
 Hing Fong Road opp. Sun Kwai Hing Gardens
 Hing Fong Road o/s Kwai Shun House Kwai Fong Estate
 King Cho Road opp. Cho Yiu Chuen Commercial Centre
 Kwai Chung Road near Kwai Chung Interchange [2]
 Kwai Chung Road near Lai King Catholic Secondary School [3]
 Kwai Chung Road near Kwai Yik Road
 Kwai Chung Road near Kwong Fai Circuit
 Kwai Chung Road o/s Hoover Industrial Building
 Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7
 Kwai Chung Road opp. Sun Kwai Hing Gardens
 Kwai Chung Road o/s Luen Tai Industrial Building
 Kwai Chung Road opp. Kwai Fong Estate o/s Yue Lam Industrial Building [2]
 Kwai Chung Road near Kwai Chung Interchange
 Kwai Fong Railway Station [8]
 Kwai Hing Railway Station Bus Terminus [3]
 Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate
 Kwai Shing Circuit opp. Lee Wai Lee College
 Kwai Tsing Road near Tsuen Wan Road
 Kwai Tsing Road near Modern Terminals
 Kwai Yan Road opp. Metroplaza
 Lai Cho Road opp. Lai Yiu Commercial Complex
 Lai King Hill Road near Lai Chi Kok Bay Garden
 Lai King Hill Road near Ching Lai Commercial Centre
 Lai King Hill Road o/s Ching Lai Court L/P FA4952-5
 Lai King Hill Road near The Salvation Army Lai King Home
 Lai King Hill Road o/s Lok King House
 Lai King Hill Road o/s Yat King House
 Lai King Hill Road opp. Wo King House
 Lai King Hill Road opp. Morninghope School
 Lai King Hill Road opp. Ching Lai Court
 Lai King Hill Road opp. Ching Lai Commercial Centre
 Lai King Hill Road opp. Wah Lai Estate
 Shek Pai Street near Castle Peak Road
 Shek Pai Street o/s Shek On House
 Shek Pai Street o/s Block 9, Shek Lei Estate
 Shek Pai Street near Shek Lei Catholic Primary School
 Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5
 Tai Wo Hau Road o/s Fu Kwai House Tai Wo Hau Estate
 Tai Wo Hau Road o/s Ha Kwai House Kwai Chung Estate
 Tai Wo Hau Road near Shek Tau Street o/s Fu Wah House
 Tsing Luk Street o/s Tsing Yi Estate Bus Terminus
 Tsing Yi Heung Sze Wui Road under the Route 3 Bridge
 Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre

Tsing Yi Road o/s Ching Tao House Cheung Ching Estate
 Tsing Yi Road opp. Kam Pak Cheuk Restaurant
 Tsing Yip Street o/s Yi Wai House Tsing Yi Estate
 Tsing Yi Railway Station Bus Terminus [6]
 Wo Tong Tsui Street near Kin Hong Street
 Wo Yi Hop Road o/s Riley House
 Wo Yi Hop Road o/s Shek Yam Lei Muk Road Park
 Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169
 Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215
 Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688
 Ching Hiu Road near Ching Ho Estate near L/P AJ1087
 Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047
 Fan Kam Road Ying Pun Tsuen near L/P EB5070
 Fan Kam Road Lin Tong Mei near L/P N8921
 Fan Kam Road Lin Tong Mei opp. L/P EB5087
 Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693
 Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen
 Fan Leng Lau Road Ma Kam Chan Secondary School
 Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633
 Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667
 Kwu Tung Road Kwu Tung opp. L/P EA2053
 Kwu Tung Road Kwu Tung Market near L/P EA2040
 Luen Wo Hui Bus Terminus [3]
 Man Kam To Road San Uk Ling Man Kam To Bus Terminus near L/P EB3842
 Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136
 Man Kam To Road near Lo Wu Station Road near L/P EB8132
 Pak Wo Road Sheung Shui Government School opp. L/P EA3050
 Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644
 Pak Wo Road King Shing Court opp. L/P EA1887
 Pak Wo Road Wah Sum Estate opp. L/P EA1895
 Pak Wo Road Flora Plaza opp. L/P EA1894
 Pak Wo Road Yan Shing Court near L/P AD4514 [2]
 Pak Wo Road Kei San Secondary School L/P EA9643
 Pak Wo Road opp. Ka Shing Court opp. L/P EA9507
 Ping Che Road near Sing Ping Village opp. L/P EB7400
 Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282
 Ping Che Road near Wan Chuen Sin Koon near L/P EB7412
 Ping Che Road near Ping Yuen Road near L/P EB4919
 Ping Che Road near Regency Court near L/P EB4864
 Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543
 Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405
 San Wan Road North District Central Park near L/P EA3272
 San Wan Road near Fanling Ching Wai opp. L/P N8277
 San Wan Road opp. Landmark North near L/P EB7355
 Sha Tau Kok Shun Lung Street near L/P EA8878
 Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011
 Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191
 Sha Tau Kok Road Kwan Tei opp. L/P EB7265
 Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]

Sha Tau Kok Road Tam Shui Hang near L/P EA9346
 Sha Tau Kok Road Sun Tsuen near L/P EA9341
 Sha Tau Kok Road Yim Tso Ha near L/P EA9302
 Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289
 Sha Tau Kok Road near Ha Wo Hang near L/P EA9280
 Sha Tau Kok Road Wo Hang opp. L/P EA9261
 Sha Tau Kok Road Man Uk Pin near L/P EA9241
 Sha Tau Kok Road near Loi Tung near L/P EA9225
 Sha Tau Kok Road Chun Yiu near L/P EB1219
 Sha Tau Kok Road Ko Po opp. L/P EB7309
 Sha Tau Kok Road Kwan Tei opp. L/P EB7270
 Sha Tau Kok Road San Wai Barrack opp. L/P EB7242
 Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679
 Tai Wo Service Road West Ho Ka Yuen near L/P N6149
 Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057
 Wo Hing Road Chi Hoi Yuen opp. L/P N8171
 Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084
 Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743
 Chun Ying Street opp. HITACHI HEE TKO Centre
 Chun Kwong Street opp. Next Media Company Limited
 Chun Wang Street near the Junction with Chun Choi Street
 Clear Water Bay Road Tseng Lan Shue
 Clear Water Bay Road Pak Shek Wo [2]
 Clear Water Bay Road o/s Pik Uk Correctional Institution
 Clear Water Bay Road Tai Po Tsai Kau
 Clear Water Bay Road Tai Po Tsai
 Clear Water Bay Road Shaw's Studio
 Clear Water Bay Road Sheung Yeung
 Clear Water Bay Road Mang Kung Uk
 Clear Water Bay Road near Silver Strand Mart
 Clear Water Bay Road near Ying Yip Road (Clear Water Bay Studio)
 Clear Water Bay Road opp. Shaw's Studio
 Clear Water Bay Road opp. Pik Uk Correctional Institution
 Clear Water Bay Road Lung Wo Village
 Hang Hau Railway Station [4]
 Hiram's Highway opp. Cheng Chek Chee Secondary School
 Hiram's Highway near Sai Kung Rural Committee Lane
 Hiram's Highway opp. Po Lo Che near L/P EB6641-7
 Hiram's Highway Pak Kong
 Hiram's Highway Habitat
 Hiram's Highway Pak Sha Wan
 Hiram's Highway Nam Pin Wai
 Hiram's Highway Flyover near Cheng Chek Chee Secondary School
 Po Lam Road North Hong Sing Garden Bus Terminus [2]
 Kai King Road o/s Ho Ming Court
 Metro City Phase II [5]
 Po Fung Road near Mau Yip Road
 Po Lam Road near Anderson Road
 Po Lam Road near Tsui Lam Road

Po Lam Road opp. Mau Wu Tsai
 Po Lam Road North o/s Tseung Kwan O Fire Station
 Po Lam Road North opp. Ying Ming Court [2]
 Po Lam Road North opp. King Nam House King Lam Estate
 Po Lam Road North o/s Po Tak House Po Lam Estate near Ying Ming Court [2]
 Po Lam Road North o/s Po Yan House Po Lam Estate
 Po Ning Road opp. Tak Fu House Hau Tak Estate
 Po Hong Road o/s Fu Ning Garden
 Po Ning Road near Tak Fu House Hau Tak Estate
 Po Hong Road o/s Po Hong Park
 Sai Sha Road Wong Chuk Wan
 Sheung Tak Plaza [2]
 Tai Mong Tsai Road near Tai Wan Village
 Tai Mong Tsai Road Tai Mong Tsai
 Tai Mong Tsai Road Pak Tam Chung [2]
 Tai Mong Tsai Road Sheung Yiu
 Tai Mong Tsai Road near HKFYG Jockey Club Sai Kung Outdoor Training Camp
 Tai Mong Tsai Road Au Kung Wan near L/P EA0245
 Tai Mong Tsai Road Mak Pin
 Tai Mong Tsai Road near DSD Tai Wan Pumping Station
 Tai Au Mun Road opp. the Entrance of Clear Water Bay First Beach
 Tai Au Mun Road opp. Tai Wan Tau Road
 Tong Ming Street o/s Sheung Tak Plaza
 Tong Ming Street opp. Sheung Tak Plaza
 Tsui Lam Bus Terminus [2]
 Tseung Kwan O Industrial Estate Bus Terminus
 Wan Lung Road o/s Tseung Kwan O Swimming Pool
 Chak On Bus Terminus
 Cheung Sha Wan Bus Terminus [4]
 Cheung Sha Wan Road o/s Maple Street Sports Ground
 Cheung Sha Wan Road o/s Yat Ching House Yee Ching Court [2]
 Cheung Sha Wan Road o/s Yee Kok Court [2]
 Cheung Sha Wan Road o/s Trade Square
 Cheung Sha Wan Road near Cheung Sha Wan Path [2]
 Cheung Sha Wan Road o/s Cheung Sha Wan Plaza
 Cheung Sha Wan Road o/s CLP Power Station east of Mei Lai Road [2]
 Cheung Sha Wan Road o/s Cheung Sha Wan Post Office [3]
 Cheung Sha Wan Road o/s Cheung Sha Wan Indoor Games Hall [2]
 Cheung Sha Wan Road opp. Trade Square
 Cheung Sha Wan Road opp. Cheung Sha Wan Fire Station [2]
 Cheung Sha Wan Road north of Wing Lung Street
 Cheung Sha Wan Road o/s CLP Sham Shui Po Centre
 Lai Chi Kok Road o/s Lai Kok Estate Block 1
 Tonkin Street o/s Lai Kok Estate
 Lai Chi Kok Bus Terminus [2]
 Lung Cheung Road near Phoenix House
 Lung Cheung Road opp. Beacon Heights
 Mei Lai Road near Mei Foo Sun Chuen o/s Mobil Petrol Station
 Mei Lai Road opp. Mei Foo Sun Chuen [2]

Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]
 Nam Cheong Street o/s Mei Shing House Shek Kip Mei Estate [2]
 Nam Cheong Street o/s Shui Tin House Pak Tin Estate
 Nam Cheong Street o/s Fu Tin House
 Nam Cheong Street near Tai Woh Ping Temporary Housing Area
 Nam Cheong Street opp. Chak On Estate
 Nam Cheong Street near Shek Kip Mei Fire Station
 Sham Shui Po Yen Chow Street underneath Dragon Centre [2]
 Sham Mong Road opp. Fu Cheong Estate
 Sham Mong Road near Hing Wah Street West
 Sham Shing Road o/s Banyan Garden
 Tai Hung Tung Bus Terminus o/s Tung Lung House Tai Hang Tung Estate
 Tai Po Road near Caldecott Road
 Tai Po Road opp. Carlton Hotel
 Un Chau Street opp. House No. 392
 Woh Chai Street o/s Shum Oi Church near Wai Chi Street
 Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen
 Yen Chow Street o/s Sham Shui Po Police Station
 A Kung Kok Street opp. A Kung Kok [2]
 A Kung Kok Street opp. Tsung Tsin Secondary School
 A Kung Kok Street o/s A Kung Kok [2]
 Chap Wai Kon Street opp. Shatin Industrial Centre
 Che Kung Miu Road opp. Hin Keng Estate
 Che Kung Miu Road o/s Festival City
 Che Kung Miu Road opp. Che Kung Miu
 Che Kung Miu Road opp. Chun Shek Estate [2]
 Che Kung Miu Road o/s Chun Shek Estate [4]
 Che Kung Miu Road o/s Che Kung Miu [2]
 Che Kung Miu Road o/s Sun Chui Estate [2]
 Che Kung Miu Road o/s Tin Sam Village [2]
 Che Kung Miu Road o/s Carado Garden [2]
 Che Kung Miu Road o/s Hin Yeung House Hin Keng Estate
 Che Kung Mui Road o/s CRC Supermarket
 Fo Tan Road near Fo Tan Village [2]
 Hang Hong Street o/s Tsang Pik Shan Secondary School [2]
 Hang Hong Street near Hang Kong House
 Hang Hong Street near Hang Kam Street [2]
 Hang Hong Street opp. Tsang Pik Shan Secondary School [2]
 Hang Tak Street near Hang Shun Street
 Hang Fai Street near Kam On Court
 Hin Keng Street near Hin Hing House
 Hin Keng Street near Ha Keng Hau Village
 Hin Keng Street near Hin Tin Village
 Hung Mui Kuk Road o/s Sun Yuet House
 Hung Mui Kuk Road opp. Worldwide Gardens [2]
 Hung Mui Kuk Road opp. Sun Yuet House [2]
 Jat Min Chuen Street o/s Chan Cho Chak Primary School
 Kam Ying Road near Saddle Ridge Gardens
 Kam Ying Road o/s Kam Lung Court

Kam Ying Road o/s Kam Ying Court
 Kwong Sin Street near Kwong Yuen
 Kwong Sin Street near Hang Seng Management College
 Lee On Bus Terminus [3]
 Lion Rock Tunnel Toll Plaza
 Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]
 Lion Rock Tunnel Road opp. Sha Tin Park
 Lion Rock Tunnel Road o/s Sha Tin Park
 Ma On Shan Town Centre Bus Terminus [2]
 Ma On Shan Road near Sunshine City [2]
 Ma On Shan Road near Ma On Shan Police Station [2]
 Ngan Shing Street o/s Yue Tin Court
 Ngan Shing Street opp. Yue Tin Court
 Ngan Shing Street o/s City One Bus Terminus
 Ngan Shing Street opp. City One Plaza Plus [2]
 Ngau Pei Sha Street o/s Koon Wah Mirror Group Limited [2]
 Ngau Pei Sha Street near Ngau Pei Sha Village
 Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School
 Ning Tai Road o/s Tak Sun Secondary School
 Po Tai Street o/s Ocean View
 Sai Sha Road o/s Ma On Shan Town Centre Bus Terminus
 Sai Sha Road o/s Kam On Court
 Sai Sha Road o/s Chung On
 Sai Sha Road near Fok On Garden
 Sai Sha Road near Wu Kai Sha Sun Chuen
 Sha Kok Street o/s Sha Kok Estate
 Sha Kok Street o/s Pok Hong Bus Terminus [3]
 Sha Kok Street o/s Pok Hong Estate [3]
 Sha Tin Central Bus Terminus [6]
 Sha Tin Centre Street o/s Hilton Centre [2]
 Sha Tin Tau Road opp. Shek Ying House
 Sha Tin Tau Road o/s Shek Ying House [2]
 Sha Tin Wai Bus Terminus [2]
 Sha Tin Wai Road o/s Greenfield Court [2]
 Sha Tin Wai Road near Shatin Park
 Sha Tin Wai Road near Ever Gain Building
 Siu Lek Yuen Road near Tai Chung Kiu Road
 Siu Lek Yuen Road opp. Block 28, City One
 Siu Lek Yuen Road near Yuen Hong Street
 Siu Lek Yuen Road near Slip Road to Tate's Carin Highway
 Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate
 Siu Lek Yuen Road o/s Siu Lek Yuen Village
 Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4
 Siu Lek Yuen Road o/s Block 28 City One near Po Shing Street
 Tai Chung Kiu Road opp. Tsang Tai Uk
 Tai Chung Kiu Road opp. Jat Min Chuen [2]
 Tai Chung Kiu Road opp. Rivera Garden [2]
 Tai Chung Kiu Road opp. Belair Garden [2]
 Tai Chung Kiu Road near Treasure Floating Restaurant

Tai Chung Kiu Road o/s Ravana Garden [2]
 Tai Chung Kiu Road opp. Ravana Garden
 Tai Chung Kiu Road o/s Block 13, City One Shatin
 Tai Chung Kiu Road o/s Belair Garden [2]
 Tai Chung Kiu Road o/s Garden Rivera [3]
 Tai Chung Kiu Road o/s Jat Min Chuen [2]
 Tai Chung Kiu Road near Tsang Tai Uk
 Tai Wai Railway Station Bus Terminus [2]
 Tai Po Road near Shek Lei Pui Reservoir
 Tai Po Road opp. Sha Tin Garden
 Tai Po Road near Lok Lo Ha
 Tai Po Road opp. Chek Nai Ping
 Tai Po Road near Chinese University of Hong Kong
 Tai Po Road near Sha Tin Heights Road
 Tai Po Road o/s Sha Tin Heights
 Tai Po Road opp. Luk Hop Village
 Tam Kon Po Street o/s Sha Tin Town Hall
 Tin Sam Street o/s Tin Sam Village [2]
 Tin Sam Street near P.L.K. C.W. Chu Secondary School
 Wu Kai Sha Railway Station Bus Terminus [2]
 Yuen Wo Road o/s Lek Yuen Estate
 Yuen Wo Road opp. Wo Che Estate [2]
 Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]
 Castle Peak Road The Aegean opp. L/P FC4855
 Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845
 Castle Peak Road near Pearl Island opp. L/P DD0025
 Castle Peak Road o/s Gold Coast Complex opp. L/P DD0010
 Castle Peak Road Cafeteria Beach opp. L/P DD0131
 Castle Peak Road Sam Shing Estate opp. L/P DD0164
 Castle Peak Road Chi Lok Fa Yuen near L/P GD0384
 Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088
 Castle Peak Road opp. Prime View Garden opp. L/P H0805
 Castle Peak Road opp. Brilliant Garden opp. L/P FB1958
 Castle Peak Road opp. Lingnan University opp. L/P DD0203
 Castle Peak Road Lam Tei opp. L/P GD0630
 Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
 Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101
 Castle Peak Road near Yick Yuen opp. L/P AD2815
 Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825
 Castle Peak Road near Yick Yuen opp. L/P AD2817
 Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098
 Castle Peak Road Miu Fat Buddhist Monastery opp. L/P FA8091
 Castle Peak Road Fu Tai Estate opp. L/P DD0198
 Castle Peak Road Brilliant Garden opp. L/P FB1957
 Castle Peak Road Hoh Fuk Tong College opp. L/P H1082
 Castle Peak Road opp. Waldorf Garden opp. L/P H3641
 Castle Peak Road opp. Yan Oi Market opp. L/P H3657
 Castle Peak Road Harvest Garden opp. L/P H4957
 Castle Peak Road Dragon Inn opp. L/P DD0154

Castle Peak Road Sea View Garden near L/P DD0142
 Castle Peak Road Golden Beach near L/P DD0193
 Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019
 Castle Peak Road Siu Sau Tsuen opp. L/P FC4846
 Castle Peak Road The Aegean opp. L/P FC4864
 Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895
 Castle Peak Road Siu Lam Quarters opp. L/P FC4912
 Castle Peak Road Tai Lam Chung opp. L/P FA2034
 Hoi Chu Road Goodview Garden near L/P H1358
 Hoi Chu Road Tsui Ning Garden near L/P FA1441
 Hoi Chu Road opp. Goodview Garden opp. L/P H1358
 Lung Mun Oasis Bus Terminus [2]
 Lung Mun Road near Pak Kok opp. L/P FA2370
 Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948
 Lung Mun Road Siu Shan Court opp. L/P FA2784
 Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793
 Under the Podium of Hanford Garden
 Shek Pai Tau Road near China Light Company near L/P FB4431
 Slip Road of Lam Tei Interchange Fu Tei
 Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003
 Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772
 Tsun Wen Road o/s Tuen Mun Catholic Secondary School opp. L/P FA2380
 Tuen Mun Ferry Pier Bus Terminus
 Tuen Tsing Lane Sun Tuen Mun Centre
 Tuen Hi Road Tuen Mun Town Hall near L/P FC0636
 Tuen Mun Road near Shell Oil Station opp. L/P AD3876
 Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594
 Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184
 Yau Oi (South) Bus Terminus
 Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
 Dai Cheong Street opp. Tai Po Industrial Estate Bus Terminus near L/P M7469
 Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3
 Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026
 Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513
 Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480
 Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041
 Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426
 Dai King Street opp. Phoenix Television Corporation near L/P EA7530
 Kwong Fuk Road House No. 81 near Tung Mau Square
 Lam Kam Road Shek Poon Ho near L/P EA7374
 Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477
 Lam Kam Road Kau Liu Ha near L/P EB9382
 Sai Sha Road Nai Chung [2]
 Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295
 Nam Wan Road opp. Kwong Fuk Estate near L/P N3282
 Nam Wan Road near Kwong Fuk Estate opp. L/P N3281
 Pak Tam Road Ko Tong Ha Yeung
 Pak Tam Road Ko Tong
 Pak Tam Road To Kwa Peng (Uk Tau)

Pak Tam Road near Lady MacLehose Holiday Village
 Sai Sha Road near Cheung Muk Tau
 Sai Sha Road opp. Cheung Muk Tau
 Sai Sha Road Che Ha near L/P N2477
 Sai Sha Road Ma Kwu Lam near L/P N2469
 Sai Sha Road Tai Tung near L/P N2464
 Sai Sha Road Kei Ling Ha San Wai near L/P EA0667
 Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924
 Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080
 Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079
 Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066
 Ting Kok Road Tai Mei Tuk Bus Terminus opp. L/P EA8270
 Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
 Tai Po Market Railway Station [3]
 Tai Po Road Cheung Shue Tan near L/P EC0749
 Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731
 Tai Po Road Chung Tsai Yuen near L/P M6323
 Tai Po Road Lai Chi Hang Tsuen near L/P EC0707
 Tai Po Road Savanna Garden near L/P CE1316
 Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683
 Tai Po Road Wong Yi Au near L/P CE0035
 Tai Po Road Tai Po Garden near L/P EA7027
 Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798
 Tai Po Road Wong Yi Au near L/P EC0670
 Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168
 Tai Po Road House No. 4211 Southview Villas near L/P EC0693
 Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338
 Tai Po Road Chung Tsai Yuen opp. L/P AE1650
 Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737
 Tai Po Road Deerhill Bay near L/P EC0742
 Tai Po Road Cheung Shue Tan opp. L/P EC0748
 Tai Po Road near Tai Po Mei
 Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026
 Tai Po Tai Wo Road near YATA opp. L/P DE0015
 Tai Wo Service Road West Nam Wah Po near L/P N6101
 Tai Wo Service Road West Kau Lung Hang near L/P N7079
 Tai Wo Service Road West Tai Wo opp. L/P EB5714
 Tai Wo Service Road West Tai Hang opp. L/P EB5705
 Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392
 Ting Kok Road Yue Kok opp. L/P EB5688
 Ting Kok Road near Tung Tsz Road near L/P AE0637
 Ting Kok Road Lung King Village opp. L/P EA8237
 Ting Kok Road near Lai Pek Shan Road near L/P AE0652
 Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191
 Ting Kok Road Fortune Garden near L/P BE1220
 Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836
 Ting Kok Road Yue Kok opp. L/P EB5690
 Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394
 Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060

Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054
 Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193
 Yuen Shin Road Yuen Shin Park opp. L/P EA7986
 Yuen Shin Road Waterfront Park opp. L/P EA7987
 Castle Peak Road o/s House No. 135-143 Silka Far East Hotel [3]
 Castle Peak Road near Kin Ming Street
 Castle Peak Road o/s Wing Hong House Fuk Loi Estate
 Castle Peak Road near Chai Wan Kok Street
 Castle Peak Road o/s House No. 17-29
 Castle Peak Road o/s Lido Garden
 Castle Peak Road near Ma Wan Pier near L/P FB3130
 Castle Peak Road opp. Sea Crest Villa Phase 3
 Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946
 Castle Peak Road near Tsing Lung Tau Tsuen
 Castle Peak Road o/s Sea Crest Villa Phase 4
 Castle Peak Road near Kam Fung Garden [2]
 Castle Peak Road o/s Hong Kong Telephone Telephone Exchange
 Hoi On Road near the junction with Castle Peak Road
 On Yin Street near Tsuen King Circuit Tsuen Tak Garden
 Route Twisk Chuen Lung near L/P FA5590
 Route Twisk Chuen Lung opp. L/P FA5590
 Route Twisk near Tai Kiu Tsuen
 Route Twisk near Ha Kwong Pan Tin Tsuen
 Sam Tung Uk Road opp. Sam Tung Uk Resite Village
 Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2
 Sha Tsui Road o/s House No. 334
 Castle Peak Road Nam Fung Centre Tsuen Wan Railway Station Bus Terminus [2]
 Tsuen King Circuit near Tsuen Wan Police Station
 Tsuen King Circuit o/s Tsuen King Garden Monthly Carpark
 Tsuen King Circuit Tsuen Wan Centre Market
 Tsuen King Circuit o/s Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly
 Tsuen Wan (Nina Tower) Bus Terminus
 Tsuen Wan West Railway Station Bus Terminus [5]
 Wo Yi Hop Road o/s Shek Wai Kok Sun Village
 Wo Yi Hop Road opp. Ho Fung Secondary School
 Wo Yi Hop Road o/s Wo Yi Hop Road Sports Ground
 Yi Pei Chun Road o/s Tung Po To
 Yi Pei Chun Road near Hoi Pa Resite Village
 Choi Hung Access Road o/s Pik Hoi House Choi Hung Estate [2]
 Choi Hung Road near Ng Wah Catholic Secondary School [2]
 Choi Hung Road near Lok Sin Tong Wong Chung Ming Secondary School
 Choi Hung Road near Tai Yau Street
 Choi Hung Road opp. House No. 221
 Choi Hung Road near Luen Yee Road
 Choi Hung Road near Sze Mei Street Choi Hung Transport Terminus
 Choi Hung Road near Sze Mei Street
 Choi Hung Road opp. Wong Tai Sin Police Station [2]
 Choi Hung Road o/s Choi Hung Road Playground

Choi Hung Road o/s House No.72
 Choi Hung Road o/s House No. 14-16
 Chuk Yuen Road o/s Rainbow Primary School
 Clear Water Bay Road near Ngau Chi Wan Market
 Lung Poon Street inside Plaza Hollywood [7]
 Fu Mei Street o/s Wang Yip House Wang Tau Hom Estate
 Fu Mei Street o/s Wang Fu House Wang Tau Hom Estate
 Fung Tak Road o/s Fung Tak Shopping Centre
 Fung Tak Road near Sheung Yuen Street
 Fung Tak Road o/s Lung Poon Court
 Fung Tak Road near Fung Tak Park
 Fung Tak Road o/s Wong Tai Sin Fire Station near L/P E4589
 Hammer Hill Road o/s Kam Wan House Choi Hung Estate
 Junction Road near Inverness Road Arts And Technology Education Centre
 Junction Road Fu Keung Court
 Juntion Road Lok Fu Centre Phase II
 Junction Road south of Heng Lam Street
 Lok Fu Bus Terminus [6]
 Lung Cheung Road o/s Tin Ma Court
 Lung Cheung Road o/s Lung Cheung Government Secondary School [2]
 Lung Cheung Road o/s Lung Cheung Mall
 Lung Cheung Road near Tan Fung House Choi Hung Estate
 Lung Cheung Road near Hung Ngok House Choi Hung Estate
 Lung Cheung Road near Wong Tai Sin Plaza [2]
 Lung Cheung Road near Morse Park Swimming Pool [3]
 Lung Cheung Road near Lung Yin Road opp. Tin Ma Court
 Ma Chai Hang Road near Tin Ma Court
 New Clear Water Bay Road o/s Pak Hung House Choi Wan Estate
 Po Kong Village Road o/s House No. 69 Fu Yau Building
 Po Kong Village Road o/s Po Leung Kuk No. 1 W.H. Cheung College
 Po Kong Village Road near Fu Shan Estate
 Po Kong Village Road near Chu Fung House Fung Tak Estate
 Po Kong Village Road o/s Fung Chuen Court
 Prince Edward Road East o/s House No. 690 near The Latitude [2]
 Prince Edward Road East o/s House No.702 Tai King Industrial Building
 Prince Edward Road East o/s House No. 706 Prince Industrial Building
 Prince Edward Road East o/s Rhythm Garden
 Prince Edward Road East opp. Rhythm Garden
 Sheung Fung Street opp. Chuk Yuen Children Reception Centre
 Sheung Wah Street near Po Kong Lane
 Tsz Wan Shan South Bus Terminus [2]
 Tung Tau Tsuen Road House No. 137
 Tung Tau Tsuen Road near Lung Wing House Lower Wong Tai Sin Estate L/P E1377
 Tung Tau Tsuen Road Wing Tung House Tung Tau Estate
 Tung Tau Tsuen Road near Ying Tung House Tung Tau Estate
 Tung Tau Tsuen Road o/s Carpenter Road Park
 Yuk Wah Street o/s Lok Moon House Tsz Lok Estate
 Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850
 Castle Peak Road near Fui Sha Wai opp. L/P AD9819

Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865
 Castle Peak Road near Ping Shan opp. L/P AD2878
 Castle Peak Road Tung Shing Lei near L/P U8917
 Castle Peak Road Mai Po near L/P FC4103
 Castle Peak Road Tung Shing Lei near L/P H3212
 Castle Peak Road Yeung Uk Tsuen near L/P BD0335
 Castle Peak Road near Yuen Long Police Station near L/P DD1031
 Castle Peak Road near Shui Pin Tsuen near L/P AD2911
 Castle Peak Road Yuen Long Park near L/P AD2906
 Castle Peak Road near Ping Shan opp. L/P AD2872
 Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B
 Castle Peak Road near Fui Sha Wai opp. L/P AD2860B
 Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602
 Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616
 Fan Kam Road near Shui Kan Shek opp. L/P FB3628
 Fan Kam Road Shui Kan Shek near L/P FB3626
 Fan Kam Road Chuk Hang opp. L/P FB3615
 Fan Kam Road Pat Heung Police Station opp. L/P BD1121
 Kam Sheung Road Ng Ka Tsuen near L/P AD7134
 Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340
 Kam Sheung Road Yuen Kong Tsuen near L/P U8387
 Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395
 Kam Sheung Road Shui Tsan Tin near L/P U8405
 Kam Sheung Road Shui Lau Tin near L/P U8413
 Kam Sheung Road Lin Fa Tei near L/P U8423
 Kam Sheung Road Dao Uk Tsuen near L/P U8451
 Kam Sheung Road Sheung Tsuen Playground near L/P U8476
 Kam Sheung Road Tse Uk Tsuen near L/P U8448
 Kam Sheung Road near Pat Heung Road near L/P FA3582
 Kam Sheung Road Tin Sam near L/P U8366
 Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
 Kam Tin Road Mung Yeung Primary School near L/P FB5699
 Kam Tin Road near House No. 40 Kam Tin Post Office
 Kam Tin Road Tai Kong Po near L/P AD5639
 Kam Tin Road near Lo Uk Tsuen opp. L/P U8860
 Kam Tin Road Chun Yiu opp. L/P U8887
 Kam Tin Road Chi Ma Ling opp. L/P U8871
 Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751
 Kam Tin Road Tai Kong Po near L/P BD4972
 Kam Tin Road Kam Tin Market near L/P FB5711
 Kam Tin Road opp. Salvation Army opp. L/P FB5702
 Kam Tin Road Mung Yeung Primary School near L/P FB5696
 Kam Tin Road Ko Po L/P AD1677
 Long Yat Road near Yoho Mall II near L/P AD5179
 Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222
 Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AAD6659
 Route Twisk Country Park Management Centre near L/P FA7877
 San Tam Road Ko Hang Maple Garden near L/P FA8471
 San Tam Road Chuk Yuen near L/P FA8434

San Tam Road Pok Wai near L/P FA9262
 San Tam Road Mo Fan Heung near L/P FA9272
 San Tam Road Fung Kat Heung opp. L/P FA9285
 Sheung Tsuen Bus Terminus [2]
 Shap Pat Heung Road Emerald Green opp. L/P BD1354
 Tin Yiu Bus Terminus
 Tin Shui Wai Town Centre Bus Terminus [2]
 Tin Shui Road opp. Tin Shui Wai District Park near L/P DD0564
 Tin Shui Road o/s Tin Shui Estate opp. L/P DD0550
 Tin Shui Road o/s Tin Wah Estate opp. L/P DD0538
 Tin Shui Road Tin Yan Estate opp. L/P AD6627
 Tin Shui Road Tin Chak Estate opp. L/P AD1067
 Tin Wu Road near Sherwood Court opp. L/P DD0338
 Tin Yiu Road o/s Tin Shui Wai Police Station opp. L/P DD0524
 Tin Yiu Road Yiu Man House Tin Yiu Est opp. L/P DD3033A
 Tin Wing Road opp. Chestwood Court opp. L/P DD0331
 Tin Kwai Road near Lynwood Court near L/P FB2085
 Tin Kwai Road near Maywood Court near L/P AD5708
 Tin Kwai Road near Maywood Court near L/P FC3992
 Tin Fuk Road near Tsui Sing Lau opp. L/P AAD6669
 Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224
 Town Park Road North opp. Park Royale opp. L/P DD0658
 Town Park Road South opp. Villa Art Deco opp. L/P DD1799
 Wang Tat Road Fung Chi Tsuen near L/P H1595
 Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155
 Yuen Long Park Bus Terminus
 Boundary Street o/s Tai Hang Tung Recreation Ground
 Boundary Street opp. Mongkok Stadium
 Canton Road o/s The Victoria Towers
 Chatham Road South House No. 85
 Chatham Road South o/s Science Museum near L/P E6832-8
 Chatham Road South opp. House No. 41-43
 Cheong Wan Road o/s H.K. Polytechnic
 Cherry Street o/s Ming Kei College
 Cherry Street opp. Ming Kei College
 Embankment Road near L/P E9066-4
 Hoi Wang Road o/s Charming Garden
 Hoi Wang Road o/s Park Avenue
 Hoi Wang Road o/s Hoi Fu Court [2]
 Island Harbourview Bus Terminus [2]
 Jordan Road o/s Kowloon Union Church
 Lai Chi Kok Road o/s House No. 166 near Tai Nam Street Sitting Out Area
 Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area
 Luen Wan Street near MK East Railway Station Pedestrian Elevator
 Mong Kok (Park Avenue) Bus Terminus [3]
 Kowloon Railway Station Bus Terminus [2]
 Nathan Road o/s House No. 105 near Kowloon Park [2]
 Nathan Road o/s House No. 213 Tsim Sha Tsui Police Station
 Nathan Road House No. 405 near Market Street

Nathan Road o/s Mongkok Police Station
Nathan Road o/s House No. 760 near Allied Plaza
Nathan Road near Gascoigne Road L/P E0217-5
Nathan Road House No. 138 near St. Andrew's Church
Nathan Road o/s House No. 132 near The Mira Hong Kong
Olympic Station Bus Terminus
Prince Edward Road West o/s Prince Edward Road /Nullah Road Garden
Sai Yee Street o/s Queen Elizabeth Secondary School
Salisbury Road Middle Road Park [3]
Salisbury Road East Tsim Sha Tsui Railway Station [3]
Sham Mong Road o/s Metro Harbour View
Sham Mong Road near Hoi Fai Road
Tai Kok Tsui Road o/s House No. 9
Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area
Tsim Sha Tsui East Bus Terminus [3]
Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]
Waterloo Road near Yau Ma Tei Fire Station
Wylie Road near Ho Man Tin Hill Road

* Note: At some locations, seats will be installed at more than one bus shelters. The numbers in the square brackets denote the number of bus shelters to be installed with seats at the location concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)169

(Question Serial No. 3056)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the items under Matters Requiring Special Attention of Programme (1) in 2018-19 is to conduct a review study on the operating conditions of public light buses (PLBs) after the increase in the maximum seating capacity. Will the Government inform this Committee of the current number of 19-seat light buses across the territory, the routes operated by such light buses, and whether the Government has any preliminary data regarding the improvement in passengers' waiting time after the modification of the light buses for the provision of 19 seats?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 38)

Reply:

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. As at 2 March 2018, 384 19-seat PLBs have been registered, accounting for about 9% of the total registered fleet of 4 350 PLBs. Among these 384 19-seat PLBs registered, 324 are GMBs deployed on 170 GMB routes, and 60 are red minibuses.

The Transport Department will launch a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed.

-End-

CONTROLLING OFFICER'S REPLY**THB(T)170****(Question Serial No. 3057)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the Transport Department (TD) will continue to conduct a study on the overall strategy and feasible options for traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin, with a view to putting toll adjustment proposals to the Legislative Council Panel on Transport for discussion. Will the Government inform this Committee of the number of licensed private cars in 2017?

According to the data compiled by the TD, the number of licensed private cars has increased drastically over the last decade from about 402 000 in 2006 to about 584 000 in 2016, representing an increase of 45%. The data reflect that the root of the current traffic congestion problem in Hong Kong is the rapid growth in the vehicle fleet size in Hong Kong, and adjusting the tolls will only have little effects on alleviating traffic congestion. Will the Government take reference from other countries and start exploring options for restricting the growth in the number of vehicles, including exploring the possibility of setting the annual growth rate of private cars? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 31)

Reply:

The number of licensed private cars (excluding van-type light goods vehicles) has increased from about 360 000 in 2006 to about 536 000 in 2016, representing an increase of 49%. By end-2017, there are about 552 710 licensed private cars (excluding van-type light goods vehicles).

The Government adopts a multi-pronged approach in tackling road traffic congestion. Apart from the TD's study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel), the Government has also been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of

Road Traffic Congestion in Hong Kong (TAC Report). We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)171

(Question Serial No. 3058)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in the Programme (1), the Government oversaw the commencement of an in-depth feasibility study for Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) to formulate detailed options for future public engagement. Would the Government inform this Committee the resource allocated to the aforementioned public engagement work in the coming financial year; the current progress of the study; and when the aforementioned detailed scheme options will be reported to the Legislative Council?

Asked by: Hon LAM Cheuk-ting (Member Question No. (LegCo use): 39)

Reply:

The Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The estimated expenditure for the feasibility study in 2018-19 is \$6.4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)172****(Question Serial No. 0891)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the direct issue of Hong Kong full driving licences:

(a) Please provide the following figures:

Driving licence issuing countries or places	Total number of applications approved	Number of new applications approved in 2017

(b) What were the numbers of traffic accidents involving drivers with driving licence obtained by direct issue in the past three years (i.e. from 2015 to 2017)?

(c) How would the Government ensure that drivers with driving licence issued by direct issue are familiar with the road traffic rules and regulations in Hong Kong?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 33)Reply:

(a) The numbers of direct issue applications approved by the Transport Department (TD), with breakdown by major issuing countries/places of driving licences, are as follows:

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2017 ^{Note 1})	Number of new direct issue applications approved in 2017
Mainland	267 476	35 765
United States	34 329	2 382
Canada	24 182	1 499
United Kingdom	20 750	1 870
Australia	17 663	1 107

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2017^{Note 1})	Number of new direct issue applications approved in 2017
Others	72 477	4 976
Total	436 877	47 599

Note 1: Prior to the upgrading of the Vehicles and Drivers Licensing Integrated Data System to the fourth generation in February 2007, the TD did not keep breakdown of applications for direct issue of a Hong Kong full driving licence according to the countries or places of issue of domestic driving licences held by applicants. As such, the figures shown in the table reflect the situation from February 2007 up to 31 December 2017.

- (b) The numbers of traffic accidents involving drivers with driving licence obtained by direct issue from 2015 to 2017 are as follows:-

Year	Number of traffic accidents involving direct issue drivers^{Note 2}
2015	376
2016	462
2017	469

Note 2: The figures shown in the table denote the number of traffic accidents involving drivers who obtained their Hong Kong full driving licences by way of direct issue after February 2007.

- (c) To promote road safety, the TD has published the “Road Users’ Code” which contains a wide range of rules, advice and information for all types of road users covering different road and traffic conditions. A copy is made available to those who obtain driving licence by way of direct issue, with a view to facilitating a better understanding of the road traffic rules and regulations in Hong Kong. They are also encouraged to read the leaflets and pamphlets published by the TD from time to time on road safety related issues. While hard copies of these publications, leaflets and pamphlets are available for collection at the Licensing Offices of the TD, the same materials have also been uploaded onto the TD’s website at <http://www.td.gov.hk> for public access.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)173****(Question Serial No. 3263)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise on the current number of registered vehicles in Hong Kong:

Number of registered vehicles																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas (LPG)	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990																						
1991																						
1992																						
1993																						
1994																						
1995																						
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2013																						
2014																						
2015																						
2016																						

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. (LegCo use): 49)

Reply:

Information on the number of registered vehicles in Hong Kong (as at 13 March 2018) is provided at Annex.

Annex

Year of first registration	Number of registered vehicles as at 13 March 2018																					Others*
	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	LPG	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990	121	0	418	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	404
1991	158	0	673	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	567
1992	106	0	715	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	643
1993	173	0	1 045	0	0	0	0	0	9	2	0	0	1	0	0	0	0	0	0	0	0	797
1994	179	0	1 531	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1 093
1995	198	0	1 488	0	0	0	2	0	9	3	0	0	0	0	0	0	0	0	0	0	0	1 193
1996	155	0	1 862	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	1	0	0	1 379
1997	251	0	5 818	0	0	0	10	0	3	0	0	0	1	0	0	17	0	0	5	0	0	1 730
1998	118	0	6 457	0	0	0	3	0	4	2	0	0	2	0	0	38	0	0	8	0	0	1 581
1999	1	0	8 013	0	13	0	10	0	6	4	0	0	0	0	0	4	0	0	37	0	0	1 800
2000	0	0	12 571	0	626	0	6	0	46	6	0	0	1	0	0	265	0	0	50	0	0	1 840
2001	0	0	15 946	0	3 124	0	14	169	29	4	131	0	0	13	0	253	74	0	63	0	17	2 356
2002	1	0	17 308	0	1 413	0	0	1 408	0	0	691	0	0	90	0	0	509	0	34	15	283	2 720
2003	1	0	15 360	0	1 066	0	0	1 314	0	0	850	0	0	67	0	0	331	0	19	117	335	2 995
2004	1	0	21 287	0	488	0	0	1 893	0	0	1 303	0	0	70	0	0	268	0	0	205	678	3 330
2005	0	0	22 636	0	398	0	0	2 975	0	0	1 419	0	0	25	0	0	190	0	0	106	1 086	3 246
2006	0	0	24 492	0	361	0	0	3 582	0	0	1 667	0	0	60	0	0	338	0	0	49	87	3 206
2007	0	0	30 714	0	318	0	0	4 378	0	0	1 997	0	0	78	0	0	485	0	0	132	98	3 428
2008	0	0	32 676	0	543	0	0	5 070	0	0	2 414	0	0	117	0	0	657	0	0	187	238	3 363
2009	83	0	26 751	0	336	0	0	2 276	0	0	886	0	0	134	0	0	497	0	0	56	154	2 345
2010	148	53	38 128	0	386	0	0	3 662	0	0	2 398	0	0	378	0	0	770	0	0	109	196	2 565
2011	104	99	40 341	0	268	4	0	4 331	1	0	2 435	1	0	530	0	0	856	0	0	140	91	3 068
2012	22	105	42 305	0	286	0	0	3 916	580	0	907	1 214	0	254	450	0	379	613	0	55	224	3 538
2013	0	67	43 837	0	670	4	0	0	5 762	0	0	2 770	0	0	678	0	0	1 002	0	0	339	4 404
2014	0	854	45 241	0	1 664	0	0	0	8 282	0	0	4 251	0	0	713	0	0	1 203	0	0	523	5 151
2015	0	2 601	47 380	0	2 278	0	0	0	8 704	0	0	4 727	0	0	1 021	0	0	1 664	0	0	566	6 114
2016	0	3 018	37 373	0	1 752	3	0	0	6 735	0	0	3 270	0	0	791	0	0	1 731	0	0	537	5 711

*Trailers are not included as they are not motor vehicles

- End -

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0270)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government strives to promote Hong Kong as a livable “walkable city” 「易行城市」. One of the initiatives is to add a walking route search function to the “Hong Kong e-Transport” mobile application. In this connection, please advise this Committee:

- (1) The cumulative number of users since the launching of the “Hong Kong e-Transport” application in 2011; the number of new users in the past three years;
- (2) The expenditure and manpower required for the development of the “Hong Kong e-Transport” application in the past three years;
- (3) At present, the walking route search function is limited to Causeway Bay. When will this function be extended to other busy areas and tourist areas such as Wan Chai, Sheung Wan and Yau Tsim Mong;
- (4) In addition to the existing “Regular” mode and “Elderly” mode, what is the progress of developing “Barrier-free” mode?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. (LegCo use): 20)

Reply:

- (1) Since the launching of the “Hong Kong e-Transport” mobile application in 2011, the cumulative number of downloads has reached 1 820 000. There were a total of 557 000 new downloads in the past three years.
- (2) The development of the “Hong Kong e-Transport” mobile application was outsourced to a contractor at a cost of \$1.1 million. The operation and maintenance work of the mobile application has also been outsourced at an annual cost of about \$200,000 in the past three years. There is no separate breakdown of staff establishment in the Transport Department (TD) for supervising the contractors as such work is part of the regular duties of the staff involved.

- (3) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017. The TD plans to extend the search function to cover Yau Tsim Mong district by end 2018. The TD is also planning to extend the function progressively to cover other districts in the coming two to three years.
- (4) In addition to the “Regular” and “Elderly” modes under the “Hong Kong e-Transport” mobile application, the TD is exploring new features to facilitate search for barrier-free walking routes. Such route search function covering major shopping areas in Causeway Bay will be available in mid-2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 0287)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development
(3) District Traffic and Transport Services
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has closed down one after another several multi-storey car parks in urban areas and lowered the standards of provision of parking spaces for public and private housing in recent years, thereby aggravating the shortage of parking spaces. In this connection, will the Government inform this Committee of:

1. the names of the contracted operators and expiry dates of contracts of government public car parks as at 31 March 2018 in tabulated form;
2. the numbers of new parking spaces which will be provided by the Government and private developers in the coming five years, and the numbers of private car parking spaces among them, with a tabulated breakdown by District Council district;
3. the locations of government multi-storey car parks which will be completed and commissioned in the coming five years, the numbers of parking spaces which will be provided therein and estimated construction cost of each of the car parks in tabulated form; and
4. the numbers of government sites to be let by way of short-term tenancies (STTs) for use as temporary car parks in the coming five years, as well as the respective locations of such sites and the numbers of parking spaces to be provided therein in tabulated form?

Asked by: Hon LAU Ip-keung, Kenneth (Member Question No. (LegCo use): 47)

Reply:

1. The government public car parks under management of the Transport Department (TD) are:

Car Park	Operator	Contract Period
Rumsey Street Car Park Kennedy Town Car Park Aberdeen Car Park Shau Kei Wan Car Park Sheung Fung Street Car Park Sheung Shui (Park-and-Ride) Car Park	Mack & Company Carpark Management Limited	1 May 2017 to 30 April 2020
Star Ferry Car Park City Hall Car Park Tin Hau Car Park Yau Ma Tei Car Park Kwai Fong Car Park Tsuen Wan Car Park	Wilson Parking (Holdings) Limited	1 May 2017 to 30 April 2020

2. The Government has been actively pursuing a number of measures to increase parking spaces. The numbers of new parking spaces arising from some of these measures are as follows:
- (a) over 30 night-time parking spaces for commercial vehicles to be designated in 2018-19;
 - (b) over 2 000 public car parking spaces which have already planned to be provided in 10 new government, institution and community/public open space facilities in the coming few years; and
 - (c) over 80 parking spaces for coaches to be provided in 2018-19.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3. The TD is examining the feasibility of providing government multi-storey car parks at various locations, and the feasibility of adopting an automated parking system in suitable locations.
4. The Lands Department only draws up plan for STT sites to be tendered in the near future. As at March 2018, the number of STTs for public car parks to be tendered between March and August 2018 is as follows:

Location	STT car parks	Parking spaces*
Eastern	1	35
Kwun Tong	1	43
Sai Kung	2	188
North District	1	251
Shatin	1	48
Tai Po	1	58
Kwai Tsing	4	858
Total	11	1 481

* Estimated figures only, subject to the terms and conditions of the STT agreement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)176

(Question Serial No. 1283)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Kai Leng Roundabout and Tai Tau Leng Roundabout, being the major traffic interchanges in North District, together with Fanling Highway, Fan Kam Road and Sha Tau Kok Road, play important roles in connecting the external and internal traffic of North District. In the past year, several serious accidents occurred at Kai Leng Roundabout and Tai Tau Leng Roundabout that nearly paralysed the internal and external traffic of North District. Would Transport Department (TD) please advise this Committee:

- (a) the (i) annual average daily traffic flow, (ii) average morning peak traffic flow, (iii) average evening peak traffic flow, (iv) average morning peak volume/capacity (V/C) ratio and (v) average evening peak V/C ratio of (1) Kai Leng Roundabout, (2) Tai Tau Leng Roundabout, (3) Fanling Highway, (4) Fan Kam Road, and (5) Sha Tau Kok Road between 2012 and 2017;
- (b) the (i) number of traffic accidents, (ii) number of traffic accidents which required handling time of more than 15 minutes, and (iii) average handling time for accidents that occurred at (1) Kai Leng Roundabout, (2) Tai Tau Leng Roundabout, (3) Fanling Highway, (4) Fan Kan Road, and (5) Sha Tau Kok Road between 2015 and 2017; and
- (c) the resources that the TD and other relevant government departments allocated to improve the handling speed of accidents occurred on relevant roads and roundabouts in North District between 2015 and 2017; and the resources that the TD will assign to improve the speed for handling relevant accidents in 2018-19. Please set out the details of the improvement measures that the TD will take.

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 26)

Reply:

- (a) The annual average daily traffic flows (total numbers of vehicles for both bounds) on Fanling Highway and Sha Tau Kok Road between 2012 and 2016* are:

Calendar Year	2012	2013	2014	2015	2016
Road Section					
Fanling Highway (section between Tai Tau Leng Roundabout and Kai Leng Roundabout)	77 280	83 410	73 030	76 410	80 720
Sha Tau Kok Road (section between On Kui Street and Ping Che Road)	27 060	27 280	26 990	30 380	33 580

* The traffic data for 2017 are still being compiled and are not yet available.

The TD does not have the average morning and evening peak traffic flows and corresponding V/C ratios of the above section of Fanling Highway. There is generally no traffic congestion along Fanling Highway except at Kai Leng Roundabout and Tai Tau Leng Roundabout.

According to the TD's survey conducted in 2017, the average morning and evening peak traffic flows on the section of Sha Tau Kok Road between On Kui Street and Ping Che Road were both 1 500, and the corresponding V/C ratio in the morning and evening peak was 0.9. The traffic flow on Sha Tau Kok Road is constrained by the operation of several signalised junctions along the road, resulting in occasional traffic congestion at junctions during peak hours.

The TD does not have the annual average daily traffic flows of Fan Kam Road. According to the TD's survey conducted in 2017, the average morning and evening peak traffic flows on the section of Fan Kam Road between Tai Tau Leng Roundabout and Castle Peak Road - Kwu Tung were 950 and 850 respectively, and the corresponding V/C ratios were 0.6 and 0.5.

The TD does not have the annual average daily traffic flows or V/C ratios of Kai Leng Roundabout and Tai Tau Leng Roundabout. The current design flow to capacity ratios of Kai Leng Roundabout and Tai Tau Leng Roundabout are both about 1.0 during morning and evening peak hours. Traffic congestion occurs at these two roundabouts during peak hours on weekdays, while normal traffic flow can generally be maintained during other periods.

- (b) The numbers of traffic accidents that occurred at Kai Leng Roundabout, Tai Tau Leng Roundabout, Fanling Highway, Fan Kam Road and Sha Tau Kok Road between 2015 and 2017 are:

Road	2015	2016	2017
Kai Leng Roundabout	4	3	5
Tai Tau Leng Roundabout	5	2	4
Fanling Highway	119	146	316
Fan Kam Road	73	64	54
Sha Tau Kok Road	46	52	164

The Police do not maintain statistics on the handling time of traffic accidents. The actual handling time of each traffic accident may vary considerably depending on the nature and seriousness of the accident concerned, as well as the road conditions thereat. The police officers at the scene would endeavour to resume normal traffic as soon as practicable, provided that it does not jeopardise the investigation of traffic accidents.

- (c) The Police have assigned regular traffic patrol duties along the highways in North District with a view to monitoring the traffic situation and providing a prompt response to traffic accidents. Policing has been stepped up at strategic locations, especially during the peak hours. The Police do not have a specific breakdown on the expenditure involved in delivering the related duties.

Separately, as any delay in the clearance of accidents on major highways and roundabouts in North District may result in traffic congestion, the TD has been closely monitoring the traffic condition of the roads concerned. The TD's Emergency Transport Co-ordination Centre (ETCC) maintains close communication with the Police and public transport operators, and will make appropriate arrangements immediately, including traffic diversions. The ETCC will also release the latest traffic news and give appropriate advice to the public through the media and mobile applications so as to enable passengers to plan their journeys accordingly.

The TD has been adopting traffic management measures to improve traffic condition of North District. The TD has recently adjusted the traffic signals at Fan Kam Road/Castle Peak Road junction, and extended the duration in respect of the restricted zone on San Wan Road near Kai Leng Roundabout. Besides, the TD has been closely monitoring the lane-widening works at Kai Leng and Tai Tau Leng Roundabouts. The TD has also requested relevant departments to expedite the construction works of the connecting roads under the Liantang/Heung Yuen Wai Boundary Control Point project, which will help divert the traffic from Sha Tau Kok Road.

To resolve the traffic congestion of North District in the long run, the TD has been actively working with relevant departments on construction of new roads, and planning of new road projects. For example, the Civil Engineering and Development Department will commence a consultancy study to assess the feasibility of providing a North-South link to alleviate traffic congestion in the vicinity of Kai Leng Roundabout in mid-2018.

The work is undertaken by the existing staff of the TD as part of their normal duties. No additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)177

(Question Serial No. 1284)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On-street parking spaces are often motorists' first choice for parking their vehicles due to the lowest parking fees being charged. Will the Government inform this Committee of the following:

- (a) Between 2012 and 2017, what were the total numbers in Hong Kong of (1) on-street metered parking spaces; (2) on-street non-metered parking spaces; and (3) on-street metered parking spaces for private cars? Please list out the figures by year.
- (b) Using the latest data as at 2018, please list out the numbers of on-street metered parking spaces for private cars in each of the 18 districts in Hong Kong.
- (c) It is noted that the parking fees of some of the on-street metered parking spaces with relatively low utilisation are as low as \$2 for each 30 minutes. Using the latest data as at 2018, please provide the total number of such on-street parking spaces in Hong Kong and their distribution across the 18 districts.
- (d) The Government is going to launch the new parking meters, and by then the maximum parking meter fees to be charged may increase from \$8 per hour to \$20 per hour. What is the amount of provision earmarked by your department in 2018-19 for implementing the scheme? What is the estimated time for setting the actual levels of parking fees of the metered parking spaces in various districts? What factors will be taken into account when setting the fee levels?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 27)

Reply:

- (a) The number of on-street parking spaces (metered and non-metered) as at end-February for the years 2012 to 2018 is tabulated as follows:

Type	On-street Parking Spaces						
	Feb 2012	Feb 2013	Feb 2014	Feb 2015	Feb 2016	Feb 2017	Feb 2018
Metered	17 852 (14 974)	17 726 (14 879)	17 755 (14 931)	17 878 (15 020)	17 896 (15 040)	17 902 (15 072)	17 916 (15 085)
Non-metered	13 728	14 701	15 225	15 362	15 549	15 997	16 459

Note: Figures in parenthesis are the number of metered parking spaces for private cars.

- (b) As at end-February 2018, the number of on-street metered parking spaces in each of the 18 districts for private cars is tabulated as follows:

District	On-street metered parking spaces
Central and Western	443
Eastern	387
Southern	592
Wan Chai	954
Kowloon City	2 193
Kwun Tong	375
Sham Shui Po	1 166
Wong Tai Sin	277
Yau Tsim Mong	1 480
North	913
Sai Kung	925
Sha Tin	1 370
Tai Po	1 262
Islands	154
Kwai Tsing	385
Tsuen Wan	457
Tuen Mun	996
Yuen Long	756
Total	15 085

- (c) As at end-February 2018, the number of on-street metered parking spaces which charge \$2 per 30 minutes in 18 districts is tabulated as follows:

District	On-street metered parking spaces (parking fee at \$2 per 30 minutes)
Central and Western	62
Eastern	57
Southern	9
Wan Chai	87
Kowloon City	391
Kwun Tong	63
Sham Shui Po	361
Wong Tai Sin	122
Yau Tsim Mong	296
North	366
Sai Kung	0
Sha Tin	307
Tai Po	19
Islands	0
Kwai Tsing	118
Tsuen Wan	9
Tuen Mun	311
Yuen Long	124
Total	2 702

- (d) The Transport Department (TD) plans to replace the existing on-street parking meters by a new generation of parking meters starting from 2019-20. A total of 12 300 new meters will be procured at an estimated cost of \$304 million. The expenditure forecast for 2018-19 is about \$10 million. Revision of parking charge of on-street parking spaces will not take place before the new meters are installed and the relevant legislation amended. The TD will propose adjustments to the maximum level of parking fees in the legislation, such that the actual level of parking fee for individual on-street parking spaces will be set having regard to the traffic conditions and parking demands in individual areas. In the next stage, the TD will look into the feasibility of setting up an objective parking fee adjustment mechanism, having regard to the actual utilisation rate of parking spaces over a period of time as recorded by the new parking meters.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)178

(Question Serial No. 1285)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government continues to promote policies for creating a “bicycle-friendly” environment in new towns, including that the Transport Department (TD) is undergoing a study to improve the cycle tracks and the associated facilities in nine new towns. The consultancy identified and proposed improvement to around 900 locations. As I know, the improvement works involving around 100 locations distributed at the cycle tracks in nine new towns in the New Territories have commenced in phases in 2016. Please advise on the following:

- (a) As at February 2018, what is the progress of the concerned improvement works? What is the Government expenditure for the concerned improvement works?
- (b) After the completion of improvement works involving 100 locations, how many additional bicycle parking spaces will be provided in the nine new towns? What will be the distribution of these additional bicycle parking spaces?
- (c) What will be the amount of funding to be allocated in 2018-19 to further improve and provide additional cycle tracks and the associated facilities in Hong Kong?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 28)

Reply:

- (a) Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of about \$2.4 million. The TD targets to complete the remainder of the first batch of improvement works by end 2018 at an estimated cost of \$1.6 million.

- (b) Upon completion of the first batch of improvement works, a total of 978 additional cycle parking spaces will be provided in the nine new towns as follows:

New Towns	Additional Parking Spaces
Tin Shui Wai	82
Yuen Long	236
Tuen Mun	132
Tsuen Wan	6
Tung Chung	18
Tseung Kwan O	54
Sha Tin/Ma On Shan	84
Tai Po	254
Sheung Shui/Fanling	112
Total	978

- (c) As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

Separately, the Civil Engineering and Development Department is constructing the remaining cycle section linking Yuen Long and Sheung Shui of the 60-km cycle track network between Tuen Mun and Ma On Shan, with anticipated completion in early 2020. A provision of \$207 million has been earmarked for the related works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)179****(Question Serial No. 1286)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the conversion of red minibuses (RMBs) to green minibuses (GMBs), will your department inform this Committee of the following:

- (a) Between 2010 and 2017, what was the respective number of (1) RMBs and (2) GMBs in Hong Kong? Please list out the figures by year.
- (b) Between 2010 and 2017, what was the number of applications for conversion from RMBs to GMBs each year? Among them, what was the number of successful applications?
- (c) What helping measures does your department provide for applicants intending to have RMBs converted to GMBs? What is the amount of provision earmarked in 2018-19 for the measures?

Asked by: Hon LAU Kwok-fan (Member Question No. (LegCo use): 29)Reply:

- (a) & (b) The number of RMBs and GMBs in Hong Kong at the end of each year between 2010 and 2017, and the number of RMBs converted to GMBs in each year, are tabulated below:

Year	No. of RMBs	No. of GMBs	No. of RMBs converted to GMBs in the year
2010	1 331	3 019	41
2011	1 293	3 057	38
2012	1 280	3 070	13
2013	1 240	3 110	40
2014	1 207	3 143	33
2015	1 146	3 204	61
2016	1 096	3 254	50

Year	No. of RMBs	No. of GMBs	No. of RMBs converted to GMBs in the year
2017	1 069	3 281	27

- (c) It is the Government's established policy to encourage the conversion of RMBs to GMBs for the sake of ensuring service quality level and achieving effective monitoring. The Transport Department (TD) has been introducing new route packages suitable for GMB operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc., and inviting operators (including RMB operators) to apply for running these routes through open invitation. The applications will be assessed by the Green Minibus Operators Selection Board in accordance with a set of selection criteria and prescribed marking scheme. To encourage RMBs to convert to GMBs, applicants who are new entrants to the GMB trade (including the existing operators operating RMB services only) will be given full marks under the assessment item of "whether the applicant is a new entrant to the GMB trade". The percentage of this item, which originally accounted for 10% of the total score, was raised to 15% starting from 2004. At the same time, the Government has been encouraging the existing GMB operators to purchase RMB vehicles on the market so as to enlarge their fleet size for improvement of services.

The above work is part of the normal duties of TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for these measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)180

(Question Serial No. 0852)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the number of large scale railway disruptions happened in recent years, more often happened in morning and evening peak hours, causing delays in services, there is room for improvement on the aspects of incident handling and dissemination of information, which are of the public's concerns. Please advise whether the Transport Department (TD), the department regulating and monitoring the public transport services, will strengthen with resources and professional headcounts and take appropriate measures to enhance the level of regulation, including requesting MTR Corporation Limited (MTRCL) to comprehensively enhance the risk management over the hardware and software, improving the arrangement for handling the concerned incidents and identifying their root cause so as to minimise the effect to the general public? If yes, what are the details? If not, what is the reason?

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 40)

Reply:

The Railway Monitoring Team of the TD is mainly responsible for monitoring the service performance of railway operated by the MTRCL. In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with the Government departments and public transport operators for arrangements of alternative public transport services and dissemination of information to the public as necessary. There is a well-established notification mechanism for the MTRCL to notify the TD in the event of railway disruptions. The MTRCL is required to notify the TD within eight minutes of any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the event of major service disruption, the TD will request the MTRCL to provide incident reports. The TD will also arrange review meetings with the MTRCL and other relevant government departments to seek further improvements in the notification, communications with passengers and emergency arrangements by drawing on the actual operational experiences gained.

The Electrical and Mechanical Services Department (EMSD) monitors railway safety and ensures that the MTRCL complies with all safety requirements in the operation and maintenance of railway systems. The EMSD also investigates railway incidents concerning safety, examines incident investigation reports submitted by the MTRCL, follows up with the MTRCL to identify root cause of the incidents and monitors the MTRCL in implementing appropriate improvement measures to prevent recurrence.

The Railway Monitoring Team of the TD comprises one Chief Transport Officer, three Senior Transport Officers and three Transport Officers I/II. It is overseen by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include also operational and service matters related to franchised and non-franchised buses, as well as environmental schemes related to public transport.

In respect of the regulation of safety of existing railway lines, the Railways Branch (RB) of the EMSD is headed by one Assistant Director, assisted by one Chief Engineer, five Senior Engineers, eight Engineers/Assistant Engineers and two Inspectors. Besides, three posts including one Senior Engineer post and two Engineer/Assistant Engineer posts will be created in the RB to conduct in-depth audits on the Safety Management System and Asset Management System of the MTRCL to identify the high risk areas/items and root causes of incidents, check whether proper control measures and timely replacement of asset have been in place to mitigate risks, and make recommendations to enhance railway safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)181****(Question Serial No. 0433)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

On matters concerning the government Vehicle Examination Centres (VECs), will the Government inform this Committee:

- a. For the VECs operated by the government or the contractors, government's staffing establishment and expenditure involved;
- b. The number of inspections conducted in the past 5 years, the average failure rates and the major reasons of failure found, with breakdown by VEC and type of vehicle; and
- c. In view of the overall increase in the number of vehicles, the measures to cater the increasing demand for vehicle examination?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 31)Reply:

- a. The Transport Department (TD) operates four government VECs, including three operated by the TD and one by a management, operation and maintenance (MOM) contractor. There are also 41 Designated Car Testing Centres (DCTCs) for conducting annual vehicle examinations of private cars and light goods vehicles not exceeding 1.9 tonnes. The estimated total recurrent expenditure for the four VECs operated by the TD and the MOM contractor are about \$13.5 million in 2018-19. The staff establishment in TD for operating the VECs and for monitoring the VEC and DCTC contractors in financial year 2018-19 are tabulated as follows:

Grade	Establishment
Motor Vehicle Examiner	43
Vehicle Tester	45
Clerical Officer and other supporting staff	17

- b. The number of annual inspections conducted at Government VECs and DCTCs, the average failure rates and the major reasons of failing the inspections between 2013 and 2017 are tabulated as follows:

(I) Government VECs

Kowloon Bay VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Taxi (Urban)	15 500	14 900	14 700	15 100	14 500	97	3	A, D, E
Light Bus	7 100	7 300	7 500	7 500	7 200	96	4	A, C, E
Medium Goods Vehicle	8 600	8 200	7 400	7 300	6 500	90	10	A, C, D
Heavy Goods Vehicle	4 600	5 200	5 300	5 900	5 800	93	7	A, C, D
Special Purpose Vehicle	200	200	200	200	200	90	10	D, A, B
Sub-total	36 000	35 800	35 100	36 000	34 200			

New Kowloon Bay VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Light Goods Vehicle	73 900	72 100	68 700	69 800	69 600	96	4	D, A, E
Medium Goods Vehicle	31 000	30 300	28 800	29 600	29 500	95	5	A, D, E
Special Purpose Vehicle	900	1 000	1 000	1 000	1 100	93	7	A, D, E
Trailer	15 100	15 000	14 700	14 500	14 100	96	4	A, D, B
Sub-total	120 900	118 400	113 200	114 900	114 300			

To Kwa Wan VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Bus	13 500	13 000	13 000	13 500	13 400	97	3	A, D, E

Sheung Kwai Chung VEC

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Taxi (New Territories)	2 800	2 700	2 600	2 700	2 700	92	8	A, D, C

(II) 41 DCTCs

Vehicle Class	2013	2014	2015	2016	2017	Passing Rate (%)	Failing Rate (%)	Main Reasons for failure [#]
Private Car	296 000	312 000	347 000	323 000	326 000	91	9	C, D, E
Goods Vehicle ≤ 1.9 tonnes	340	260	70	30	30	82	18	C, D, E

- [#] Main Reasons for failure:
- (A) Braking System
 - (B) Road Wheel/Tyre
 - (C) Fuel & Exhaust System
 - (D) Bodywork/Interior
 - (E) Lighting & Electrical System

- c. The existing four VECs will be relocated to a new VEC located in Tsing Yi in 2021. By then, the annual vehicle inspection capacity of VEC will increase from 220 000 to around 250 000 vehicles per annum.

The highest number of vehicles inspected per annum by DCTCs over the past five years was some 347 000 vehicles in 2015. Since the existing DCTCs are able to handle about 700 000 vehicle inspections per annum, the vehicle examination services provided by DCTCs should be adequate to meet the projected increase in demand in the foreseeable future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)182

(Question Serial No. 0434)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the private driving instructor's (PDI) licences, will the Government inform this Committee of the following:

- (a) In the coming year, what is the estimated expenditure involved in the Government's biennial review on PDI licences?
- (b) In view that where the applicants for restricted driving instructor's (RDI) licences fail the written test/road test, they could be arranged for a re-test; on the contrary, applicants for PDI licences who undergo the test upon lot drawing could only have one chance for the test, will the Government consider reviewing the test arrangement for RDI and PDI licences in tandem with the review on the issuing of PDI licences, so as to narrow the gap between the test arrangement of RDI and PDI licences? If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 29)

Reply:

- (a) The biennial review of driving instructor's licences is undertaken by the existing staff of the Transport Department (TD) as part of their normal duties. There are no additional expenses involved.
- (b) Under the "two-pronged approach" for driver training and pursuant to the driving instructor's licence issuing mechanisms under regulations 21 and 21A of the Road Traffic (Driving Licences) Regulations (Cap 374B), eligible persons who are interested in the field of driver training may apply for a PDI licence when the TD invites applications or a RDI licence through employment by a designated driving school (DDS). For the latter case, applications should be submitted with the support of the concerned DDS. PDI and RDI licences are issued to cater for the demand for driver training under two different training approaches. Notwithstanding that, the standard and requirement of the tests imposed by the TD for applicants of PDI and RDI licences are identical.

Under the current arrangement, candidates for the PDI licence tests are drawn from the general public by lot as required by the law. If the number of applications exceeds that of new PDI licences to be issued in the particular exercise, all eligible applicants will be arranged to take the PDI licence test according to their balloted order. Each selected candidate will be eligible for testing once. This is to ensure that all selected candidates be given fair chance to be tested according to their balloted order.

As regards the RDIs, the applicant is selected on the premise that he/she can provide proof of long term employment by a DDS. The DDS is required to provide adequate and suitable training to the applicant prior to the driving test. In case the applicant fails the RDI test, the DDS may, having regard to its own operational needs and assessment on whether the applicant may still be suitable to take up a driving instructor position, re-nominate the applicant to attend the test again.

The Government has no plan to change the existing test arrangements for PDI and RDI licences.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)183****(Question Serial No. 1048)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the tram related issues, will the Government inform this Council:

- a. What is the amount of manpower and expenditure involved by the Government in monitoring tram related issues;
- b. List out the annual patronage of tram services in the past five years;
- c. What is the amount of expenditure involved by the Government in subsidizing Hong Kong Tramways Limited (HKT) to replace parts of the existing tram tracks with the use of the rail jacket technology? List out the expenditure and required time for tram track replacement by district; and
- d. In view of the competition from railway in recent years, the tram patronage has been affected. What measures have been taken by the Government to increase the tram patronage to strike a balance on the transport operation environment on Hong Kong Island?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 28)Reply:

- a. The work which involved monitoring tram-related matters is undertaken by the Railway Monitoring Division and the Transport Operations (Urban) Division of the Transport Department. These two divisions have an establishment of about 65 staff. Monitoring tram-related matters, among others, is part of their normal duties and there is no separate breakdown on the manpower and expenditure involved.
- b. The annual patronage of tram services in the past five years is set out below:

Year	Annual patronage (million)
2013	72.3
2014	66.3

Year	Annual patronage (million)
2015	64.9
2016	64.8
2017	62.8

- c. The Government has made a total provision of \$19.7 million to subsidise HKT to expedite the tram track replacement of the key bends and junctions with the use of the rail jacket technology on a matching basis in the three years from 2017-18 to 2019-20. Under the matching basis, for every metre of the track (in a pair) which HKT has committed to replace, the Government will provide funding for installation for another metre of the track on a reimbursement basis. Upon the completion of the works in three years, a total of 2 350 metres of tram track would be replaced. The breakdown of expenditure and length of tram track to be replaced is set out below:

District	Length of Tram Track Replaced (metre)	Expenditure (\$million)
Central & Western	1 084	9.1
Wan Chai	676	5.7
Eastern	590	4.9
Total	2 350	19.7

- d. The subsidy scheme for replacing tram tracks mentioned in (c) above is one of the Government's measure to assist HKT in maintaining its patronage since the scheme will help provide more comfortable service to passengers. Furthermore, the Government has been examining the feasibility of traffic management measures to facilitate more efficient tram operation, such as extending or adjusting existing tram lanes, designation of new tram lanes, adjustments of tram stops, and junction signal adjustments, etc.

Meanwhile, HKT is planning to undertake a number of improvement schemes to maintain the competitiveness of the tram service, which include modifying the tramcars (by replacing the wooden tram body with aluminum structure, installing electronic destination display panels, and enhancing the ventilation and lighting systems in the compartment, etc.), installing a newly designed bogie to the modified tramcars, upgrading the tram tracking system in its control room, and adopting new systems to capture more reliable real-time data information, with a view to enhancing passenger comfort and operational efficiency.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)184

(Question Serial No. 1049)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding operation of franchised bus services, please provide the following information:

- (a) the staff establishment and expenditure involved in monitoring of the performance of franchised bus services;
- (b) the rate of fare adjustment of franchised bus services in the past five years;
- (c) whether the Government will review the Fare Adjustment Arrangement for franchised buses; if yes, what are the details and the timetable; if not, what are the reasons?
- (d) At present, any return achieved by a franchised bus operator exceeding the rate of return on the average net fixed asset of 9.7% shall be shared equally on a 50/50 basis between the operator and passengers. Would the Government consider adjusting downwards this rate of return to further benefit the citizens? If yes, what are the details and the timetable; if not, what are the reasons?
- (e) The new long-haul services (commonly known as premium bus services) are expected to be introduced in the fourth quarter of this year. The Kowloon Motor Bus Company (1933) Limited (KMB) will operate two long-haul routes, but their fares will be 50% higher than those of the comparable ordinary routes. Will the Government consider reviewing the fares of the two new long-haul services to see whether they are in line with public affordability?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 27)

Reply:

- (a) Monitoring of the performance of franchised bus services is undertaken by the staff of the Bus and Railway Branch, the Transport Operations (Urban) Division and the Transport Operations (New Territories) Division of the Transport Department (TD). The three Branch/Divisions are each headed by an Assistant Commissioner, and supported by a total of 107 officers of various ranks, including three Principal

Transport Officers, 10 Chief Transport Officers, 30 Senior Transport Officers, 44 Transport Officers, three Transport Executives, four Senior Transport Inspectors and 10 Transport Inspectors. The monitoring tasks are part of their normal duties. There is no separate breakdown of expenditure for the tasks involved.

- (b) In the past five years, KMB was the only franchised bus operator that had its fare adjusted. The rates of the two fare adjustments approved are set out below:

Franchised Bus Company	Overall Average Rate of Fare Adjustment	Effective Date
KMB	4.9%	17 March 2013
KMB	3.9%	6 July 2014

- (c) and (d)

The Government is conducting a review of the Fare Adjustment Arrangement for franchised buses (FAA). The initial findings indicate that the arrangement should be kept intact, while the productivity gain value in the fare adjustment formula and the triggering threshold for the passenger reward arrangement could be updated. The initial data suggests that the value of productivity gain may revert from a negative value computed in the last review to a positive value, while the triggering threshold of 9.7% may be adjusted downwards slightly having regard to the latest changes in the overall economic situation and investment environment. We expect to conclude the exercise and implement the updated FAA in 2018 upon approval by the Chief Executive-in-Council.

- (e) The new long-haul services proposed by the KMB are different from the existing franchised bus services in terms of service nature and passenger facilities to be provided. Unlike ordinary services, the new long-haul services are seat-only services without standees. They are express services operating along expressways or trunk routes with fewer stops. The buses are provided with more spacious and comfortable seating environment as well as passenger facilities such as USB charging docks and free Wi-Fi services. The operating cost of these new long-haul services per passenger will be higher than that of the existing ordinary services. The introduction of new long-haul services should not have impact on existing ordinary services, e.g. in terms of the schedules and frequencies of the latter. In proposing the new long-haul services, KMB has taken into account both public acceptability and financial sustainability of the services; KMB will ensure that the proposed services will not adversely affect its overall financial situation and will not put pressure on the fares for its ordinary services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)185****(Question Serial No. 2716)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

The staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators in the past three years. Please reply in the following table:

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Information collected from the bus companies pursuant to Cap 230, including the number and capacity of the buses in use on each specified route, the date of site inspection, and the expenditure involved between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)				
Route number	Number of buses	Capacity	Date of site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the number of journeys, the total kilometres travelled, and the number of journeys originating from en-route stops by each such bus on each such route; the date of site inspection and the expenditure involved between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Number of journeys per day	Total kilometres travelled	Number of bus trips originating from en-route stops	Date of site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the number of passengers carried by each such bus on each day on each such route; the receipts of each such route; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Number of passengers carried per day	Revenue	Date of site inspection	Number of staff involved in site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the total kilometres lost each day in relation to each such route due to accidents, vehicle breakdowns and vehicle and staff shortages respectively; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Total kilometres lost due to accidents	Total kilometres lost due to vehicle breakdowns	Total kilometres lost due to vehicle and staff shortages	Number of staff involved in site inspection	Expenditure involved

Information collected from the bus companies pursuant to Cap 230, including the average occupancy of each bus route, lost trip rate and the number of accidents, on a monthly basis between 2013 and 2017. Please reply in the following table:

Date: (e.g. January 2013)					
Route number	Average occupancy	Lost trip rate	Percentage of bus trips with the whole journey completed	Number of Accidents	Number of Casualties

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 77)

Reply:

The planning, regulation and monitoring of public transport services, including the statutory duties as stipulated under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (Cap 374), are undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions are each headed by an Assistant Commissioner, and supported by a total of about 150 staff of various ranks, namely Principal Transport Officer, Chief Engineer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. The planning, regulation and monitoring tasks are undertaken by the above staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

The franchised bus companies are required to provide a proper and efficient public bus service. To facilitate the TD to closely monitor the bus service level, the franchised bus companies are required to submit their operating records on each route, including the number of buses and bus types in use, number of passengers carried, number of trips, operating mileages/kilometres, operating revenue and number of lost trips and their causes, and, on a need basis, accident reports, etc. to the TD. The TD closely monitors the level of franchised bus services through scrutinising the operating records and reports provided by the franchised bus companies, and conducting site inspections and field surveys, and would follow up with the franchised bus companies for improvement measures as and when necessary. On the other hand, the TD and the Hong Kong Police Force also maintain statistics on accidents involving franchised buses reported to the Police. The TD and the Hong Kong Police Force analyse the accident figures and would take follow-up actions as appropriate and necessary.

In addition, the TD engages contractors to conduct regular surveys to monitor the performance of the bus companies (e.g. surveys on bus availability and passenger occupancy). Ad-hoc surveys (e.g. termini surveys, en-route stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out to monitor bus service level, adequacy in meeting passenger demand and in response to complaints/suggestions from the public or problems identified from the regular returns of bus companies. The number of surveys and site inspections conducted in each year from 2013 to 2017 and the expenditure involved are as follows:

Survey types	Monitoring Surveys					Site Inspections				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Number of surveys/ site inspections conducted	2 207	2 933	3 346	3 009	4 008	168	459	869	847	983
Total expenditure (\$ million)	3.1	3.6	3.9	3.5	3.9	Absorbed by existing resources of the TD				

Some surveys and site inspections are conducted on an area or district basis for multiple purposes. There is no breakdown of the survey expenditure on the basis of route and data type. There are about 600 franchised bus routes in Hong Kong. Details of the operating data on each route requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)186

(Question Serial No. 2717)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the locations and numbers of bicycle parking spaces at the covered public transport interchanges (PTIs) and those near railway stations managed by the Transport Department (TD), the numbers of bicycles removed by the TD (and under joint-departmental operations) in the vicinity of the above locations due to parking problems, and the number of such enforcement operations in the past five years.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 78)

Reply:

There are currently 176 bicycle parking spaces at the covered PTIs and about 13 400 bicycle parking spaces in the vicinity of MTR stations managed by the TD. In the past five years, 71 joint-departmental clearance operations against illegally parked bicycles were conducted at or in the vicinity of the above locations, and a total of 1 465 bicycles were removed.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)187

(Question Serial No. 2718)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves regulating and monitoring the operation of public transport services. Last year, the Government proposed disbursing subsidies to franchised bus operators for installation of display panels for disseminating real-time bus arrival information and provision of seats at bus stops. In this connection, please advise on:

- (a) the locations of bus stops to be installed with display panels and seats, installation progress and expenditure involved, as well as the numbers of display panels and seats to be installed at bus stops and the associated subsidy amount received with breakdown by franchised bus operator; and
- (b) the operating and maintenance expenses in the last three years after the installation of the display panels, and the party who will pocket the advertising revenue from the display panels?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 79)

Reply:

The Government has earmarked \$88.27 million to subsidise franchised bus companies to install seats at about 2 600 covered bus stops, and to install real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations on a matching basis. Given that a large number of bus stops are involved, the installation will be completed in phases for completion by 2019-20.

In the first phase of the subsidy scheme, franchised bus companies will install seats at about 800 bus stops and display panels at about 340 bus stops. The total amount of subsidies involved is estimated to be about \$9 million. Franchised bus companies have started the installation of seats since November 2017; up to 15 March 2018, 316 bus stops have been installed with seats. The first phase seat installation works is expected to be completed by June 2018. As for the installation of display panels, the first phase installation works is expected to commence in late March 2018 for completion by end 2018.

Details of the locations of the bus stops covered by the subsidy scheme are set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District Councils in Hong Kong in early 2017. The paper is available at the TD's website of the following link:

http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

Under the subsidy scheme, the Government's subsidies are only used for meeting the capital costs for installation of seats and display panels (together with the installation costs involved). The expenditure of daily maintenance, repair and data transfer (if applicable) in relation to these facilities will be absorbed by the franchised bus companies. According to section 26 of the Public Bus Service Ordinance, any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the Franchise Accounts. The above provision is applicable to the revenue of all the franchised bus companies from advertisements broadcast on display panels which are subsidised by the Government for their installation. The advertisement revenue can help franchised bus companies meet its overall expenditure, including the daily maintenance/repair and operation of the display panels. Generally speaking, non-fare box revenue will help ease the pressure for fare increases.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)188****(Question Serial No. 2719)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not specifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) has indicated that it will continue to encourage franchised bus companies (FBCs) to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices (SCRs) on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses. Please provide the following information:

- (a) In the past three years, what were the locations and details of franchised bus low emission zones (LEZs)? Please provide the information using the table below:

Location of LEZ	Number of bus routes operating in LEZs	Number of bus trips made by low emission buses in three LEZs	Number of trips made by temporarily deployed non-low emission buses in LEZs	Proportion of bus trips made by low emission buses in LEZs

- (b) Is there any quota system governing the number of franchised buses deployed to ply major trunk roads in the urban area? What were the upper limits on the numbers of vehicles deployed by various FBCs under the vehicle quota system in the past three years? What are the actual fleet sizes of various FBCs?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 80)

Reply:

- (a) The Government has set up franchised bus LEZs since 31 December 2015. The three LEZs are located at Yee Wo Street in Causeway Bay, the junction of Des Voeux Road Central and Pedder Street in Central, and the junction of Nathan Road and Lai Chi

Kok Road in Mong Kok respectively. In order to improve roadside air quality, the FBCs are required to deploy low emission buses (i.e. buses meeting Euro IV or higher emission standards or Euro II and III buses retrofitted with SCRs and diesel particulate filters) to routes running through the LEZs. As at December 2017, 91, 69 and 93 bus routes are operating^(Note 1) in LEZs in Central, Causeway Bay and Mongkok respectively. Details of bus deployment status in LEZs as at end 2016 and end 2017 are tabulated below:

Month	Number of bus trips passing the three LEZs	Number of bus trips made by temporarily deployed non-low emission buses in LEZs ^(Note 2)	Proportion of bus trip made by low emission buses in LEZs
December 2016	652 967	3 726	99.4%
December 2017	628 451	1 701	99.7%

Notes:

- (1) Some bus routes operate in more than one LEZs.
- (2) In case of unexpected service disruptions due to traffic congestion, vehicle breakdowns, traffic accidents, etc., the FBCs may need to deploy non-low emission buses to ply the LEZs occasionally in order to maintain normal bus services.

- (b) Different districts have different demands for franchised bus service connecting to urban areas and no limit is imposed on the number of franchised buses plying major trunk roads in the urban area. That said, if any existing or new bus routes are inevitably required to pass through busy areas, the bus service operators may have to reduce the same number of trips of other bus routes operating in these areas as far as practicable. Moreover, the TD has been collaborating with FBCs to contain the growth in the number of franchised buses plying major truck roads through bus route rationalisation so as to cancel routes with low utilisation, rationalise duplicating services, divert circuitous routeings, or cut down the bus trips with significantly low utilisation. Between 2015 and 2017, the number of daily bus trips plying busy trunk roads in Central, Causeway Bay and Mong Kok was reduced by about 2 290 as a result of bus route rationalisation. At the same time, as mentioned above, the Government has also set up LEZs in three areas and requested bus companies to deploy low emission buses to operate at busy road sections with a view to further improving roadside air quality.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)189

(Question Serial No. 2720)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves designing and implementing road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. In this connection, please advise on:

- (a) the details of the locations, directions and operation hours of existing bus-only lanes and bus gates in Hong Kong and the applicable vehicle types; and
- (b) whether the Department has any plan to introduce more bus-only lanes and bus gates in Hong Kong, and if yes, please advise the relevant details.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 81)

Reply:

- (a) Details of the existing bus-only lanes and bus gates in Hong Kong are set out in Annex 1 and Annex 2 respectively.
- (b) According priority use of roads to public transport services is an established transport policy in Hong Kong. Yet, the implementation of bus priority measures shall have due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel with target completion in end 2018. The TD will also explore the feasibility of setting up new bus-only lanes at road sections of Yuen Long Main Road (westbound and eastbound) and a road section of Connaught Road

Central eastbound (outside Jardine House), and extending the operating hours of existing bus-only lanes at Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road in Tai Wai.

**Bus only lane
(As at March 2018)**

Locations	Operation hours	Applicable vehicle type
Hong Kong Island		
Connaught Road West westbound (between Tung Loi Lane and Hong Kong Macau Ferry Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Des Voeux Road Central westbound (between Man Wa Lane and Hillier Street)	<u>Daily</u> 24 hours	Franchised buses
Man Yiu Street (between Man Kwong Street Roundabout and Central Ferry Pier Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Pok Fu Lam Road eastbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Queensway westbound (between Murray Road and Jackson Road)	<u>Daily</u> 24 hours	Franchised buses
Gloucester Road westbound (between O’Brien Road and Fenwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Hung Hing Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street)	<u>Daily</u> 24 hours	Franchised buses
Morrison Hill Road southbound (between Sports Road and Queen’s Road East)	<u>Weekdays</u> 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Jardine’s Bazaar and Lee Garden Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Hennessy Road westbound (between Tang Lung Street and Canal Road East)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
Hennessy Road westbound (between Tin Lok Lane and Tonnochy Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Shau Kei Wan Road westbound (between Tai On Street and Tai Hong)	<u>Daily</u> 24 hours	Franchised buses
Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road)	<u>Daily</u> 07:00 – 09:00	Franchised buses
King's Road eastbound (between Ngan Mok Street and Fortress Hill Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between North Point Road and Tin Chiu Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
King's Road eastbound (between Man Hong Street and Java Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Siu Sai Wan Road westbound (between The Chinese Foundation Secondary School and Harmony Road)	<u>Daily</u> 24 hours	Franchised buses
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	<u>Weekdays</u> 16:00 – 20:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (between Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road up-ramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Wong Chuk Hang Road eastbound (near Nam Long Shan Road)	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Daily</u> 24 hours	Franchised buses
Heung Yip Road eastbound near Nam Long Shan Road	<u>Daily</u> 24 hours	Franchised buses
Kowloon		
Nathan Road southbound (between Playing Field Road and Bute Street)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
Nathan Road southbound (between Fife Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Nathan Road northbound (between Dundas Street and Nelson Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	<u>Weekdays</u> 07:00 – 10:00; 17:00 – 19:00 <u>Except public holidays</u>	Franchised buses
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00; 17:00 – 19:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	<u>Daily</u> 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
New Clear Water Bay Road northbound (outside United Christian College)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau)	<u>Daily</u> 24 hours	Franchised buses
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
Prince Edward Road East westbound (near Rhythm Garden)	<u>Daily</u> 24 hours	Franchised buses
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building)	<u>Daily</u> 24 hours	Franchised buses
Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza)	<u>Daily</u> 24 hours	Franchised buses
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	<u>Daily</u> 07:00 – 10:00; 16:00 – 19:00	Franchised and non-franchised buses
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	<u>Daily</u> 07:00 – 24:00	Franchised and non-franchised buses
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	<u>Daily</u> 07:00 – 24:00	Franchised buses
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	<u>Daily</u> 07:00 – 20:00	Franchised and non-franchised buses
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	<u>Daily</u> 24 hours	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
Cherry Street eastbound (from Palm Street to Tong Mi Road)	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Lai Chi Kok Road eastbound (from Arran Street to Nathan Road)	<u>Daily</u> 07:00 – 19:00	Franchised and non-franchised buses
New Territories		
Che Kung Miu Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Hung Mui Kuk Road southbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Lion Rock Tunnel Road westbound	<u>Weekdays</u> 07:00 – 10:00; 16:00 – 19:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Siu Lek Yuen Road eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway southbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tate's Cairn Highway slip road southbound (near Siu Lek Yuen Road)	<u>Weekdays</u> 08:00 – 10:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays</u> 07:00 – 10:00 <u>Except public holidays</u>	Franchised buses
On Po Road near On Tai Road	<u>Daily</u> 24 hours	Franchised buses
Tuen Mun Road eastbound (from Harrow International School to Sham Tseng Interchange)	<u>Weekdays</u> 07:30 – 09:00 <u>Except public holidays</u>	Franchised and non-franchised buses
Tuen Mun Road southbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> 24 hours	Franchised buses
Sam Shing Street westbound	<u>Daily</u> 24 hours	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> 24 hours	Franchised buses
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	Franchised buses
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	<u>Daily</u> 24 hours	Franchised buses
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road)	<u>Daily</u> 24 hours	Franchised buses
Ma Miu Road southbound outside Yuen Long District Office Building	<u>Daily</u> 24 hours	Franchised buses
Cheung Pei Shan Road eastbound (next to Shing Mun Tunnel Bus-to-bus Interchange)	<u>Daily</u> 24 hours	Franchised buses
Kai King Road westbound (entry road to Po Lam Public Transport Interchange)	<u>Daily</u> 24 hours	Franchised buses
Po Shun Road northbound near the slip road leading to Tseung Kwan O Tunnel Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Tai Ho Road southbound (near Tsuen Wan West MTR Station)	<u>Daily</u> 24 hours	Franchised buses

Bus gates
(As at March 2018)

Location	Operation hours	Applicable vehicle type
Hong Kong Island		
Gloucester Road westbound near Canal Road Flyover upramp	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Canal Road Flyover northbound exit to Cross Harbour Tunnel	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Hung Hing Road eastbound to Cross Harbour Tunnel portal	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Kowloon		
The right-hand lane of the slip road linking Lung Cheung Road westbound and Waterloo Road northbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
The Chatham Road North slip road from Chatham Road North westbound to Hong Chong Road southbound	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound from Berwick Street to Tai Po Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
New Territories		
The slip road of Hang Tai Road to Ma On Shan Road	<u>Daily</u> 24 hours	Franchised and non-franchised buses
Po Hong Road northbound right turning onto Wan Lung Road	<u>Daily</u> 24 hours	Franchised buses
On Chee Road near On Po Road	<u>Daily</u> 24 hours	Franchised buses
San Wan Road near Landmark North	<u>Daily</u> 24 hours	Franchised buses
Fanling Station Road near Fanling Station Playground	<u>Daily</u> 24 hours	Franchised buses
Luen On Street right turning onto Wo Mun Street Regentville Bus Terminus	<u>Daily</u> 24 hours	Franchised buses
Cheung Shan Estate Road West near Cheung Shan Estate Road East	<u>Daily</u> 24 hours	Franchised buses
Access Road from Siu Sheung Road to Yuen Long Highway	<u>Daily</u> 24 hours	Franchised buses

- End -

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 2721)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) launched the first phase of "Driving on Lantau Island" Scheme (the Scheme) and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes. In this connection, please advise on:

- (a) the utilisation rates, numbers of vehicles joining the first phase of the Scheme and relevant details in the past two years by completing the table below:

	Number of non-electric private cars	Utilisation rate of the quota for non-electric private cars	Number of electric private cars	Utilisation rate of the quota for electric private cars	Number of accidents and casualties involving private cars	Number of coaches	Number of accidents and casualties involving coaches
March 2016							
April 2016							

- (b) when the TD will review the effectiveness of the Scheme, the details and implementation timetable of the second phase, as well as the manpower and expenditure involved; and
- (c) the traffic flows of major roads and daily capacities of related roads on Lantau Island in the past three calendar years (i.e. from 2014 to 2016).

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 82)Reply:

The TD introduced the first phase of the Scheme on 26 February 2016. Members of the public may submit online application for driving their own private cars on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars.

The TD also launched the first phase of traffic relaxation measure for tour coaches on 25 December 2015. Since then, the number of tour coaches permitted to enter South Lantau each day has increased from 30 to 40.

The utilisation of the quota for private cars, the number of private cars joining the Scheme and the number of tour coaches entering South Lantau under the traffic relaxation measure, and relevant details in each month of the past two years are tabulated below:

	Number of non electric private cars	Utilisation rate of places for non electric private cars ^{Note 1}	Number of electric private cars	Utilisation rate of places for electric private cars ^{Note 1}	Number of accidents and casualties involving private cars	Number of coaches ^{Note 3}	Number of accidents and casualties involving coaches
March 2016	424 ^{Note 2}	100%	104	99%	0	442(26)	1 ^{Note 4}
April 2016	401 ^{Note 2}	100%	88	88%	0	408(27)	0
May 2016	420	100%	51	49%	0	511(15)	0
June 2016	420	100%	47	45%	0	446(12)	0
July 2016	400	100%	68	68%	0	425(9)	0
August 2016	460	100%	74	64%	0	397(8)	0
September 2016	420	100%	39	37%	0	323(0)	0
October 2016	400	100%	39	39%	0	543(36)	0
November 2016	440	100%	33	30%	0	678(46)	0
December 2016	400	100%	59	59%	0	665(28)	0
January 2017	380	100%	29	31%	0	514(10)	1 ^{Note 4}
February 2017	400	100%	52	52%	0	579(74)	0
March 2017	460	100%	54	47%	0	573(43)	0
April 2017	340	100%	75	88%	0	715(30)	0
May 2017	400	100%	66	66%	0	714(46)	0
June 2017	440	100%	85	77%	0	588(15)	0
July 2017	420	100%	84	80%	0	627(12)	0
August 2017	460	100%	99	86%	0	537(23)	0

	Number of non electric private cars	Utilisation rate of places for non electric private cars Note 1	Number of electric private cars	Utilisation rate of places for electric private cars Note 1	Number of accidents and casualties involving private cars	Number of coaches Note 3	Number of accidents and casualties involving coaches
September 2017	420	100%	38	36%	0	614(11)	0
October 2017	400	100%	61	61%	0	715(30)	1 ^{Note 5}
November 2017	440	100%	63	57%	0	644(32)	0
December 2017	380	100%	69	73%	0	667(27)	0
January 2018	440	100%	64	58%	0	695(51)	0
February 2018	360	100%	73	81%	0	606(22)	0

Note 1: The total numbers of places in a month for non-electric private cars and electric private cars are calculated by the total number of days of Mondays to Fridays (excluding public holidays) of a month multiplied by 20 and 5 respectively. The utilisation rate is calculated by the number of approved applications divided by the number of places available.

Note 2: Teething problems occurred in the online application system during the initial period. Twenty-one places, instead of 20, were granted to non-electric cars on four days in March 2016 and one day in April 2016 respectively. The fault was later rectified.

Note 3: The numbers preceding the brackets are the total numbers of tour coaches entering the closed roads in South Lantau in the month. The numbers in the brackets are the additional number of tour coaches over the original quota (i.e. 30 coaches per day) after it was increased to 40. Although there were days when the number of tour coaches entering the closed roads in South Lantau were over 30, and benefited from the first phase of the traffic relaxation measure, the number of vehicles entering the closed roads in South Lantau during ordinary weekdays remains low. As such, the monthly numbers do not exceed 900 (30 vehicles x 30 days), 930 (30 vehicles x 31 day) or 840 (30 vehicles x 28 days).

Note 4: In each of the two traffic accidents, one person was injured.

Note 5: In this traffic accident, two people were injured.

The TD will review the implementation timetable for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) and traffic relaxation measure for tour coaches (i.e. increasing the quota of coaches from 40 to 50) having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant

stakeholders' views. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

The daily traffic flows and capacities of major roads on Lantau Island in the past three calendar years (i.e. between 2014 and 2016) are tabulated below:

	Daily Capacity (Number of vehicles)	Average daily traffic flows in 2014 (Number of vehicles)	Average daily traffic flows in 2015 (Number of vehicles)	Average daily traffic flows in 2016 (Number of vehicles)
Tung Chung Road	10 000	4 740	4 820	4 880
South Lantau Road	8 000	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	8 000	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	8 000	1 110	1 080	1 150
North Lantau Highway (from Tung Chung Eastern Interchange to Chek Lap Kok West)	120 000	49 200	51 270	54 410

- End -

CONTROLLING OFFICER'S REPLY**THB(T)191****(Question Serial No. 2722)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the duties of the Transport Department (TD) is to design and implement road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. Would the TD please advise:

- (a) the numbers of traffic accidents involving roadside skips and related casualties in the past three years;
- (b) the numbers of applications for placement of roadside skips received by the TD and the numbers of approved cases in the past three years. Please tabulate the figures by District Councils;
- (c) the numbers of complaints received related to roadside skips received by the TD in the past three years. Please tabulate the figures by District Councils; and
- (d) the numbers of prosecutions instituted against operators of roadside skips, the numbers of convicted cases and the relevant penalties in the past three years.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 83)Reply:

- (a) The numbers of traffic accidents involving roadside skips and related casualties in the past three years are shown below. All accidents were minor ones with no death or serious injuries.

Year	Number of traffic accidents with personal injury and involving roadside skips	Number of casualties
2015	4	4
2016	4	6
2017	3	5

- (b) A skip owner may apply for a licence from the Lands Department (LandsD) for temporary occupation of unleased government land including roads under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The TD does not have information about the number of applications received or approved in the past three years.
- (c) Complaints received by 1823 against roadside skips will be referred to the LandsD for enforcement and copied to the TD in parallel. The numbers of complaints copied to the TD in the past three years are shown in the table below. The TD will examine the cases, and if the skips concerned are found to be causing obstruction or imposing risk of traffic accidents, the TD will refer such cases to the Police for enforcement actions.

District	Year		
	2015	2016	2017
North	3	7	1
Wan Chai	14	20	30
Eastern	6	14	37
Southern	6	4	9
Kowloon City	4	2	4
Sham Shui Po	11	9	4
Kwun Tong	22	9	4
Central & Western	11	15	20
Yau Tsim Mong	8	10	6
Wong Tai Sin	0	0	0
Island	1	2	2
Kwai Tsing	8	8	24
Sai Kung	23	24	6
Shatin	4	14	6
Tai Po	2	10	9
Tsuen Wan	8	7	15
Tuen Mun	0	2	4
Yuen Long	2	5	4
Total	133	162	185

- (d) According to the Police, they made 31 prosecutions against skip operators in the past three years, of which 28 have been convicted with fines imposed ranging from \$500 to \$3,500. The statistics are shown below:

Year	2015	2016	2017
No. of summons	10	1	20
No. of convicted cases	10	1	17*

*three cases pending court result

- End -

CONTROLLING OFFICER'S REPLY

THB(T)192

(Question Serial No. 2723)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it would conduct a study to identify improvements on existing cycle tracks and associated facilities in nine new towns in the New Territories and review pre-selected bicycle prohibition zones (BPZs) on roads in Hong Kong. In this connection, please advise on:

- (a) the details, locations and timetable of and the manpower and expenditure involved in the improvements on existing cycle tracks and associated facilities in nine new towns in the New Territories; and
- (b) the details, locations and timetable of and the manpower and expenditure involved in reviewing pre-selected BPZs on roads in Hong Kong.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 84)

Reply:

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites has started in phases since 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed, involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are set out in Annex.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to

entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

As regards BPZs, the TD has identified about ten BPZs which could be lifted, after reviewing the impacts on road safety and traffic. The TD consulted the views of cycling associations in 2017 and has commenced consultation with relevant District Councils in January 2018. The TD plans to implement the lifting of BPZs after securing local support, and will work out the detailed programme and estimated expenditure having regard to the results of the consultation exercise.

The above work is managed by the existing staff of the TD. There is no separate breakdown of expenditure for such work.

**Locations for the First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan		<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> • On Ning Garden • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	
Sha Tin / Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road / On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road / Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre
Fanling / Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB depot 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
	<ul style="list-style-type: none"> • Po Shek Wu Road outside Hing Yan Tsuen • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station 	

[#] For example, the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)193

(Question Serial No. 2724)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has mentioned that it will continue to update and enhance the transport model for planning purposes. In this connection, please advise:

- a. when the current transport model was first used, the set-up fee and the annual operating cost;
- b. when the data used for setting up the current transport model were collected;
- c. when the enhanced transport model was put into use; and
- d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 85)

Reply:

The current Comprehensive Transport Study (CTS) Model was set up by the TD in 1999. The TD engaged a consultant to comprehensively update and enhance the CTS Model in July 2010 at a consultancy fee of \$6.87 million. The updating work was mainly based on the travel data collected from the "Travel Characteristics Survey 2011" and "Survey on Goods Vehicle Trip Characteristics 2011". The enhanced and updated CTS Model was put into use in early 2015.

Moreover, the TD updates and enhances the CTS Model in the light of the latest Hong Kong population and employment data, economic situation, land use, planning of transport infrastructure and traffic data to ensure the provision of robust and reliable traffic forecasts for transport planning purposes.

Such updating and enhancement work is an ongoing task of the TD. However, the operation of the CTS Model requires specific computer software as a platform and the

annual licence fee for using the software is about \$90,000.

The CTS Model was set up by the TD with the intention of using it as a tool for transport planning by professional staff within the Government; and is not intended to be open for public use.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)194****(Question Serial No. 3135)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The work of the Transport Department (TD) involves conducting studies for transport planning for Hong Kong, which forms the basis for formulating transport policies and strategies and developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion. In this connection, please advise on:

- (a) the numbers of first registered and licensed diesel private cars, hybrid private cars, electric private cars and petrol private cars, as well as their cumulative numbers in the past three years;
- (b) the numbers of hybrid private cars and electric private cars granted with First Registration Tax (FRT) concessions and the amounts involved in the past three years;
- (c) the figures in relation to the ownership of more than one private car and at the same time hybrid private car(s) or electric private car(s) in the past three years; and
- (d) the TD's plan to contain the growth of private car fleet size in the future, as well as relevant details and the expenditure involved.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 86)Reply:

- (a) The number of first registered private cars and the number of registered private cars broken down by fuel type in the past 3 years are tabulated as follows:

Year	Fuel Type	Number of first registered private cars	Cumulative number of registered private cars as at year end
2015	Diesel	1 593	5 655
	Hybrid	2 246	13 930
	Electric	2 607	3 806
	Petrol*	43 876	544 495

Year	Fuel Type	Number of first registered private cars	Cumulative number of registered private cars as at year end
2016	Diesel	1 896	7 532
	Hybrid	1 818	15 699
	Electric	3 020	6 829
	Petrol*	34 448	552 977
2017	Diesel	4 246	11 760
	Hybrid	2 076	17 737
	Electric	3 860	10 666
	Petrol*	33 460	560 280

* Not including hybrid private cars and Government vehicles.

- (b) The number of hybrid and electric private cars with FRT concession granted and the associated amount of FRT foregone in the past three years are tabulated as follows:

Year	Fuel Type	Number of private cars with FRT concession granted	Associated amount of FRT forgone (\$ million)
2015	Hybrid^	784	41.5
	Electric	2 607	1,743.5
2016	Hybrid	0	0
	Electric	3 020	1,975.4
2017	Hybrid	0	0
	Electric	3 860	3,149.4

^ To encourage the use of environment-friendly petrol private cars with low emissions and high fuel efficiency, reduction in the FRT was offered to buyers of newly registered environment-friendly petrol private cars from 1 April 2007 to 31 March 2015. The concession in FRT was 30% with a cap of HK\$50,000 when the scheme was launched in April 2007. In June 2011, the concession in FRT and cap were raised to 45% and HK\$75,000 respectively. The review in 2014 considered that as the emission control technology of petrol private cars has advanced to such a mature stage that further emission reduction is limited. The scheme was terminated on 1 April 2015.

- (c) The TD does not compile regular statistics on registered car owners possessing more than one car and the fuel type of their owned cars; the information sought is not readily available.
- (d) The Government attaches great importance to alleviating traffic congestion and has also been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report). The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures. The above work is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

-End -

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 2302)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Some residents of remote districts hope that the Government will review the regulation of the use of personal mobility devices (PMDs) such as pedelecs, electric scooters, self-balancing scooters and electric unicycles, and allow PMDs to be used legally in suitable districts for commuting to the public transport system. Regarding the “Consultancy Study on Enhancing the Walkability in Hong Kong” (Consultancy Study), please advise on the following:

1. What are the name of consultant, scope of study and timetable of the Consultancy Study as well as the expenditure and manpower involved?
2. Will the consultant study the regulation of PMDs in overseas regions, such as allowing PMDs meeting safety requirements to be used on designated road sections at low speed? If yes, what are the details?
3. It is mentioned in the Smart City Blueprint for Hong Kong that the Government will “select two areas in Hong Kong for pilot study to test out innovative measures for a comfortable walking environment, etc.” What are the details and timetable as well as the expenditure and manpower involved?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 33)

Reply:

1. Under the “Walk in HK” initiative, the Transport Department (TD) commenced the Consultancy Study in December 2017. The study will review and update the relevant planning and design standards in relation to pedestrian environment and facilities, explore the possibility of relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning and Design Manual, enhance accessibility of pedestrian networks so that footways, footbridges and subways will be connected in a coherent manner, study the feasibility of the use of PMDs in Hong Kong, and select two pilot areas to showcase benefits of the study findings and recommendations.

The Consultancy Study was awarded to Mott MacDonald Hong Kong Limited for a study fee of approximately \$13.9 million. The study is supervised by one Senior Engineer and two Engineers, and is scheduled to be completed in 30 months.

2. The consultant will review the regulation of PMDs in overseas regions and the suitability of their use in Hong Kong for short commuting purpose, having regard to various aspects including road safety, impacts on other road users, legal requirements, and management and implementation matters.
3. The two areas to be selected for pilot study will be examined under the Consultancy Study, based on factors such as the pedestrian flow and traffic conditions of the area and whether major destinations in the area are densely located and within walking distance, etc. After initial proposals have been worked out within 2018, the TD will conduct local consultation in the two concerned areas. There is no separate breakdown of supervisory manpower in the TD, and the study fee for this task to be performed by the consultant is subsumed under the fee for the overall Consultancy Study.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)196

(Question Serial No. 2303)

Head: (186) Transport Department

Subhead (No. & title): (-) Not specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the “Smart Mobility” section of the “Smart City Blueprint” that the Government will facilitate public transport (PT) operators’ plans in introducing new electronic payment systems for PT fare collection, having regard to the systems’ reliability, user friendliness and efficiency. Please advise on the following:

1. In 2018-19, regarding facilitating PT operators’ plans in introducing new electronic payment systems, what are the Government’s policies, plans, specific targets and timetable, as well as the expenditure and manpower involved?
2. Will any feasibility/consultancy studies be conducted on the above issue? If yes, what will be the scope of study and timetable, as well as the expenditure and manpower involved?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 35)

Reply:

The Government welcomes the introduction of new technology to facilitate fare collection in the PT sector. At the same time, the Government needs to ensure that, apart from complying with any legal requirements for operating an electronic payment system, any new electronic payment system to be adopted in the PT sector for fare collection should be reliable, user friendly and efficient and would not cause disruption to the operation of the PT and the road or traffic conditions, so as to protect the interest of passengers and road users. In this connection, the Transport Department (TD) issued “Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the PT Sector” in June 2017.

The PT operators are generally open to adopting new electronic payment systems for fare collection. For example, the MTR Corporation Limited is conducting a trial on payment of single ride ticket by WeChat Pay at Lo Wu and Lok Ma Chau stations. Some taxi operators have adopted electronic payment systems such as Tap&Go, WeChat Pay, Alipay and Master PayPass.

The Government has no plan to conduct feasibility/consultancy studies on the use of new electronic payment systems for PT fare collection at the moment. However, the TD will continue to encourage PT operators to explore alternative electronic payment systems for use in their respective public transport systems.

The work related to this subject is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)197****(Question Serial No. 2304)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

On encouraging existing public car parks owners or operators to provide real-time parking vacancy information using technology solution, please advise:

1. In 2017-18 (up to 28 February 2018), information regarding provision of real-time parking vacancy information through "data.gov.hk"

District	Name of car park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces in the car park	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)

2. In 2018-19, information regarding car parks to be expected to provide real-time parking vacancy information for uploading to "data.gov.hk".

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces in the car park	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)

3. Please advise whether the Government will set a target for increasing the amount of real-time parking vacancy information available in “data.gov.hk”. Is there any plan for requiring the new commercial parking development to provide real-time parking vacancy information in machine readable format for uploading in “data.gov.hk”, or for introducing incentive scheme to encourage owners or operators of commercial car parks to share real-time parking vacancy information? If yes, please give the details, expenditure and staff required.

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 37)

Reply:

1. A list of car parks which provides real-time parking vacancy as at 28 February 2018 is at the Annex.
2. and 3. The Transport Department (TD) has been encouraging car park operators to provide real-time parking vacancy information for dissemination to the public through “Hong Kong eRouting” mobile application and the Government’s information portal at the “data.gov.hk” website. Currently, parking vacancy information of about 70 government and commercial public car parks is disseminated to the public through “Hong Kong eRouting” mobile application. The TD will examine practicable measures to require operators of newly developed public car parks or short-term tenancy fee-paying public car parks to provide real-time parking vacancy information. Practical technology solutions will be introduced to car park operators to facilitate them to adopt suitable options to collect and disseminate relevant data. As the work mentioned above is undertaken by the staff in the TD as part of their normal duties, there is no breakdown of the expenditure involved.

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Central & Western	City Hall Car Park	TD	Yes	Yes	170	Yes	No
Central & Western	Kennedy Town Car Park	TD	Yes	Yes	195	Yes	No
Central & Western	MTR Hong Kong Station Car Park	MTR	Yes	No	293	Yes	Yes
Central & Western	Rumsey Street Car Park	TD	Yes	Yes	835	Yes	No
Central & Western	Star Ferry Car Park	TD	Yes	Yes	380	Yes	No
Central & Western	Three Garden Road	Great Eagle	Yes	No	500	Yes	No
Eastern	Paradise Mall Car Park	MTR	Yes	No	113	Yes	Yes
Eastern	Shau Kei Wan Car Park	TD	Yes	Yes	386	Yes	No
Islands	Airport Car Park 1	Airport Authority (AA)	Yes	No	334	Yes	Yes
Islands	Airport Car Park 4	AA	Yes	No	1630	Yes	Yes
Kowloon City	Ho Man Tin Park and Sports Centre	Leisure and Cultural Services Department (LCSD)	Yes	No	50	Yes	Yes
Kowloon City	Kai Tak Cruise Terminal Car Park 1	Kai Tak Cruise Terminal	Yes	Yes	120	Yes	Yes
Kowloon City	Kai Tak Cruise Terminal Car Park 2	Kai Tak Cruise Terminal	Yes	Yes	40	Yes	Yes
Kwai Tsing	Kwai Fong Car Park	TD	Yes	Yes	552	Yes	No

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Kwai Tsing	Maritime Square Car Park	MTR	Yes	No	220	Yes	Yes
Kwai Tsing	MTR Tsing Yi Station Car Park	MTR	Yes	No	405	Yes	Yes
Kwun Tong	Amoy Plaza	Hang Lung Properties	Yes	Yes	570	Yes	Yes
Kwun Tong	APM	APM	Yes	No	240	Yes	Yes
Kwun Tong	Choi Tak Estate Car Park	Wilson Parking	Yes	Yes	66	Yes	Yes
Kwun Tong	Domain Mall	Hong Yip Service Co. Ltd.	Yes	Yes	190	Yes	Yes
Kwun Tong	Kowloon Bay International Trade & Exhibition Centre	Hopewell	Yes	Yes	761	Yes	Yes
Kwun Tong	Kwun Tong Harbour Plaza	Sino Parking Services Limited	Yes	No	406	Yes	Yes
Kwun Tong	Kwun Tong Plaza	Sino Parking Services Limited	Yes	No	365	Yes	Yes
Kwun Tong	Manhattan Place	Manhattan Place	Yes	Yes	264	Yes	Yes
Kwun Tong	Megabox	Megabox	Yes	No	750	Yes	Yes
Kwun Tong	Metro Centre I	Sino Parking Services Limited	Yes	No	18	Yes	Yes
Kwun Tong	Metro Centre II	Sino Parking Services Limited	Yes	No	48	Yes	Yes
Kwun Tong	Millennium City 2 & 3	Wilson Parking	Yes	Yes	90	Yes	Yes
Kwun Tong	Millennium City 1	Wilson Parking	Yes	Yes	499	Yes	Yes

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Kwun Tong	Millennium City 6	Wilson Parking	Yes	Yes	133	Yes	Yes
Kwun Tong	One Pacific Centre	One Pacific Centre	Yes	Yes	34	Yes	Yes
Kwun Tong	Pacific Trade Centre	Sino Parking Services Limited	Yes	No	47	Yes	Yes
Kwun Tong	Paul Y. Centre	Wilson Parking	Yes	Yes	39	Yes	Yes
Kwun Tong	Skyline Tower	Sino Parking Services Limited	Yes	No	293	Yes	Yes
Kwun Tong	Telford Plaza Phase I Car Park	MTR	Yes	Yes	240	Yes	Yes
Kwun Tong	Telford Plaza Phase II Car Park	MTR	Yes	Yes	123	Yes	Yes
Kwun Tong	Telford Plaza Car Park D	MTR	Yes	Yes	70	Yes	Yes
Kwun Tong	Westin Centre	Sino Parking Services Limited	Yes	No	22	Yes	Yes
Kwun Tong	Westley Square	Sino Parking Services Limited	Yes	No	88	Yes	Yes
Kwun Tong	Yau Lai Shopping Centre Car Park	Hong Yip Service Co. Ltd.	Yes	Yes	31	Yes	Yes
Kwun Tong	Yau Tong Industrial City	Sino Parking Services Limited	Yes	No	56	Yes	Yes
North	Ching Ho Estate	Housing Department (HD)	Yes	Yes	349	Yes	No
North	Po Wing Road Sports Centre	LCSD	Yes	No	24	Yes	No

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
North	Sheung Shui Park-And-Ride Car Park	TD	Yes	Yes	91	Yes	No
Sai Kung	Popcorn I Car Park	MTR	Yes	No	32	Yes	Yes
Sai Kung	Sai Kung Government Offices Car Park	Government Property Agency	Yes	No	70	Yes	No
Sha Tin	Pok Hong Estate	HD	Yes	Yes	429	Yes	No
Sha Tin	Yue Tin Court	HD	Yes	Yes	341	Yes	No
Southern	Aberdeen Car Park	TD	Yes	Yes	293	Yes	No
Southern	MTR Ocean Park Station Car Park	MTR	Yes	No	71	Yes	Yes
Southern	Ocean Park	Ocean Park	Yes	No	395	Yes	Yes
Tsuen Wan	Panda Place	Hopewell	Yes	No	402	Yes	No
Tsuen Wan	Tsuen Wan Car Park	TD	Yes	Yes	545	Yes	No
Tuen Mun	Siu Hong Court	HD	Yes	Yes	964	Yes	No
Wan Chai	Eagle Harbour Public Car Park	Great Eagle	Yes	No	496	Yes	Yes
Wan Chai	Hysan Place	Hysan	Yes	No	66	Yes	Yes
Wan Chai	Hopewell Centre	Hopewell	Yes	No	430	Yes	No

District	Name of Car Park	Owner or Operator	Information uploaded to "HKeRouting" (Yes/No)	Information uploaded to "data.gov.hk" using machine readable format (Yes/No)	Number of parking spaces	Indicate whether vacant parking space is available (Yes/No)	Provide real-time number of parking vacancies (Yes/No)
Wan Chai	Lee Garden One Car Park	Hysan	Yes	No	209	Yes	Yes
Wan Chai	Lee Garden Two Car Park	Hysan	Yes	No	170	Yes	Yes
Wan Chai	Leighton Car Park	Hysan	Yes	No	100	Yes	Yes
Wan Chai	Tin Hau Car Park	TD	Yes	Yes	429	Yes	No
Wan Chai	Wu Chung House	Hopewell	Yes	No	80	Yes	No
Wong Tai Sin	Sheung Fung Street Car Park	TD	Yes	Yes	268	Yes	No
Yau Tsim Mong	ELEMENTS Car Park	MTR	Yes	No	889	Yes	Yes
Yau Tsim Mong	MTR Kowloon Station Car Park	MTR	Yes	No	252	Yes	Yes
Yau Tsim Mong	Yau Ma Tei Car Park	TD	Yes	Yes	770	Yes	No
Yuen Long	Tin Yan Estate	HD	Yes	Yes	233	Yes	No

- End -

CONTROLLING OFFICER'S REPLY

THB(T)198

(Question Serial No. 2305)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the Smart Mobility section of the Hong Kong Smart City Blueprint, the Government's long term goal is to facilitate the achievement of technology advancement and industry development in vehicle-to-everything (V2X) and autonomous vehicles (AV) and ultimately introduction of AV with integrated Internet access. Will the Government inform this Committee:

- (1) The number of vehicles, the trial locations of the AV trials that were granted temporary permits in 2017-2018?
- (2) In 2018-19, what are the Government's policy, plans, specific targets, timetables regarding the facilitation of V2X and AV? What are the manpower and expenditure estimates in 2018-19? Will the Government study allowing the trial AV to be used in a restricted area or roads?
- (3) What are the locations of the AV trials in 2018-19? Will the Government encourage government departments to cooperate with the local startup enterprises to conduct research on AV technology that is suitable for use in Hong Kong and to draw up technological standards? If yes, what are the details?
- (4) In 2018-19, would the Government allocate resources to encourage the transport sector to test mixed manual/AV technology on commercial vehicles, such as van, goods vehicle, taxi, bus and light bus? If yes, what are the details and expenses?
- (5) Would the Government conduct a research on the legislation concerning AV technology, with a view to amending the relevant legislation to relax the requirements concerning AV, as well as reviewing compensation mechanism for accidents involving AV? If yes, what are the details, timetables, expenses and manpower?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 39)

Reply:

(1)

In the 2017-18, the Transport Department (TD) approved seven trials of AV technology involving four AV. Details of the trials are tabulated as follows:

Trials	Trial Period	Location	No. of autonomous vehicles involved
1.	Jun - Jul 2017	Zero Carbon Building	One
2.	Jun - Jul 2017	West Kowloon Cultural District	One
3.	Oct 2017 - Jun 2018		
4.	Sep 2017	Hong Kong Science Park	One
5.	Sep - Dec 2017	Zero Carbon Building	
6.	Jan - Jun 2018		
7.	Jan - Nov 2018	Campus of Hong Kong University of Science and Technology	One

(2) and (5)

In 2018-19, the TD will continue to study the development of V2X communications as well as review the experience and regulatory framework in overseas jurisdictions in relation to AV and examine their applicability in Hong Kong. The study will recommend possible means to facilitate development or implementation of AV technology in Hong Kong. We expect that by end-2018, preliminary findings of the study will be available which will also throw light on how TD can facilitate trials in designated public areas and roads.

(3) and (4)

The TD will continue to facilitate trials of AV technology at suitable locations in Hong Kong. The TD will also continue to maintain close liaison with, and render facilitation measures to, organisations which have expressed interest in setting up testing facilities for AV technology or conducting trials of AV. Each application for trial of AV is assessed on a case-by-case basis having regard to a number of factors, such as vehicle design and construction; vehicle testing and operation record in the past; competency of the testing team and test route conditions, etc. Based on the latest available information, trials of AV

technology will continue at Zero Carbon Building, the West Kowloon Cultural District and the Hong Kong University of Science and Technology. The TD does not have any plan at this juncture to allocate funding to facilitate trials by the transport sector on commercial vehicles and private start-up enterprises. However, there are other funding schemes (e.g. the Innovation and Technology Fund) that may provide financial support to projects meeting their eligibility criteria.

The work involved in facilitating trials of AV technology is currently undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)199

(Question Serial No. 2306)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiatives of intelligent transport system and traffic management in the “Smart City Blueprint”, please advise:

1. details, objectives, expenditure and manpower for formulation of plan to install in-vehicle units (IVUs) for allowing motorists to receive real-time traffic information and pay tunnel fees by remote means in 2018-19;
2. details, objectives, expenditure and manpower for installation of about 1 200 traffic detectors in all strategic routes to provide real-time traffic information by 2020;
3. details, objectives, expenditure and manpower for implementing Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in 2018-19; and
4. details, objectives, expenditure and manpower for introducing pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions in 2018-19; and the number of usage after the pilot system is launched.

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 41)

Reply:

1. The Transport Department (TD) commenced a feasibility study in August 2017 on the installation of IVUs with the aim of facilitating the collection of traffic data and payment of tunnel fees by remote means. The study comprises a desktop review of overseas experience of installing IVUs, the functionalities, technologies and effectiveness of different types of IVUs and their applicability to Hong Kong. The TD targets to complete the study within 2018. The estimated expenditure of the study in 2018-19 is about \$0.5 million. Supervision of the study is undertaken by the existing staff of the TD as part of their normal duties. There is no breakdown of the expenditure involved.

2. The TD will install traffic detectors in all strategic routes for collection of traffic data in two phases. The TD targets to complete the installation by end-2020. The first phase of installation of about 550 traffic detectors will commence in mid-2018 at a cost of about \$194 million. For the second phase, additional traffic detectors will be installed to cover the remaining strategic routes. The TD's consultant is now working on the detailed design at a fee of about \$2.2 million. The work involved in the supervision of the related consultancies is undertaken by the existing staff of the TD. There is no breakdown of the expenditure involved.
3. The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. In 2018-19, the estimated expenditure of the feasibility study on the ERP Pilot Scheme is \$6.4 million. Supervision of the study is undertaken by the existing staff of the TD as part of their normal duties. There is no breakdown of the expenditure involved.
4. The TD commenced a preliminary desktop study in early 2018 to review overseas experiences, technologies and effectiveness of different traffic signal systems making use of sensors to optimise pedestrian and vehicular flows at road junctions. The TD targets to introduce a pilot scheme in 2021. The preliminary review is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 2307)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On encouraging public transport (PT) operators to open up their data, please advise on the following:

- (1) In 2017-18, what is the total number of real-time bus arrival information display panels installed, and the amount of subsidy (listed by franchised bus operators), including the number and location of display panels (by region and location)?
- (2) In 2017-18, what is the progress of encouraging the PT operators to support the Government's overall policy of opening up data through "data.gov.hk" co-ordinated by the Office of the Government Chief Information Officer (OGCIO)?
- (3) In 2018-19, is there any plan to encourage the PT operators to open up real-time data on estimated time of arrival in machine-readable format through "data.gov.hk"? What are the details of work, specific goals, expenditure and manpower involved?
- (4) In 2018-19, will the Transport Department (TD) provide the "Intelligent Road Network" transport application system for free so as to match with the policy of facilitating the private sector to develop more innovative application programs for the convenience of the public? If yes, what are the details? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 43)

Reply:

(1)

The Government subsidises franchised bus companies to install real-time bus arrival information display panels at about 1 300 covered bus stops with electrical installations on a matching basis in phases for completion by 2019-20. The first phase installation will involve about 340 bus stops and the total estimated amount of subsidies involved is about \$4.6 million. It is expected that the first phase installation works will be completed by end 2018. Details of the locations of the bus stops covered by the subsidy scheme are set out in the paper submitted by the TD to the Traffic and Transport Committees of the 18 District

Councils in Hong Kong in early 2017. The paper is available at the TD's website of the following link:

http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html.

(2) and (3)

At present, the MTR Corporation Limited, franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Moreover, the franchised bus companies partner with the TD to provide real-time arrival information under TD's "Hong Kong eTransport" mobile application and website to facilitate passengers' travel. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications. The Government will continue to encourage PT operators to actively respond to the overall policy on opening up data by making the data in their possession available at the "data.gov.hk" co-ordinated by the OGCIO, and to open up real-time data in machine-readable format as far as practicable in order to achieve wider application.

The above work is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

(4)

The TD already opened up the Intelligent Road Network Package (viz. Road Network, Traffic Aids Drawings and Traffic Flow Census datasets) at "data.gov.hk" for free access in November 2017 to enable private sectors and value-added service providers to make use of the datasets available to develop intelligent transport application systems.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)201

(Question Serial No. 2308)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme (the Scheme) and the “Stop-and-go” e-payment facilities at the manual toll booths of the Government tolled roads, please advise:

- (1) The average daily usage of payment means of the new parking meters (i.e. Octopus and contactless credit cards) in the four districts under the first and second phases of field trials of the Scheme, as well as the numbers of complaints and defect reports in relation to the new parking meters (by reasons), in table form;
- (2) What is the expenditure involved in the development and production of the new parking meters which are able to provide parking space vacancy information and support remote payment through mobile applications? What is the replacement plan of existing parking meters in 2018-19?
- (3) What is the expenditure involved in the installation of the “Stop-and-go” e-payment facilities at the manual toll booths of the Government tolled roads and tunnels? Will the facilities support payment through mobile applications, in addition to Octopus cards and contactless credit cards?
- (4) Will the Government study to provide medium speed charging facilities for electric vehicles on on-street parking meters at suitable locations?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 45)

Reply:

- (1) The field trial of the Scheme was launched in two phases from October 2016 to January 2018. The field trials covered four districts, namely Yuen Long and Mong Kok in the first phase, and Sai Kung and Wan Chai in the second phase. During the field trials, new parking meters accepted payment of parking fees by Octopus and contactless credit cards (including Visa payWave, MasterCard Contactless and UnionPay QuickPass) which support offline payment transactions. The average daily usage of different payment means of the new parking meters during the field

trials, as well as the numbers of complaints and defect reports in relation to the new parking meters are provided in the following tables:

(i) Average Daily Usage of Different Payment Means of the New Parking Meters

Payment Means	Average Daily Usage During Field Trials (Number of transactions)			
	First Phase		Second Phase	
	Yuen Long	Mong Kok	Sai Kung	Wan Chai
Octopus	231	484	250	232
Contactless Credit Cards	3	6	5	8
Total	234	490	255	240

(ii) Number of Complaints in relation to the New Parking Meters on Trial

Nature of Complaints	Total Number of Complaints received during the Field Trials	
	First Phase	Second Phase
Failing to improve the situation of prolonged occupation of parking spaces	3	0
Payment and operation procedures	5	2
Arrangements for suspension of parking spaces installed with new parking meters	1	0
Total:	9	2

(iii) Number of Defect Reports on the New Parking Meters on Trial

Nature of Defects	Total Number of Defect Reports received during Field Trials	
	First Phase	Second Phase
Meter out of order	14	19
Screen display problem	37	15
Card reader fault	8	24
Malfunction of buttons on the meter	3	3
Loose instruction plate on casing of the meter	0	1
Total:	62	62

- (2) The estimated total non-recurrent expenditure for the procurement of a total of about 12 300 new generation of parking meters is about \$304 million. According to the current plan, the new generation of parking meters will commence service by phases from 2019-20 with full replacement of existing parking meters by end-2021.
- (3) The Government has obtained funding of \$54.35 million for introducing “stop-and-go” electronic payment (e-payment) facilities at all the manual toll booths of eight government tolled tunnels and roads, namely Aberdeen Tunnel, Cross-Harbour Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Tseung Kwan O Tunnel, Eastern Harbour Crossing, Lantau Link and Tsing Sha Highway.

To meet public expectation and for the convenience of motorists, the “stop-and-go” e-payment facilities aim to provide motorists with an additional and convenient toll payment means. The current “stop-and-go” e-payment service providers, which were selected through open tender, can process toll payment by Octopus and other contactless credit cards (including Visa, MasterCard and UnionPay) issued by local banks. To avoid any adverse impact on the traffic, the “stop-and-go” e-payment service providers are required to complete one transaction within five seconds (i.e. not longer than a cash transaction which does not involve cash-changing).

At this stage, the TD has no plan to introduce payment of tolls through mobile applications, but will keep in view the technological development relating to electronic toll collection. For instance, the TD is studying the feasibility of implementing a free flow tolling system for the Tseung Kwan O – Lam Tin Tunnel which will not have a toll plaza due to its geographical constraints.

- (4) The provision of on-street parking spaces by the TD is to cater for temporary parking needs and such spaces are usually installed with parking meters to increase the circulation of parking spaces, so that more drivers can use on-street parking spaces. Against this consideration, providing charging facilities at on-street parking meters should not give rise to prolonged occupation of such parking spaces by electric vehicle (EV) drivers for charging purpose, thereby affecting other drivers with parking needs or causing the queuing of EVs in the vicinity, resulting in road traffic congestion. The Government will give careful consideration in identifying suitable parking spaces for the provision of EV chargers. The Environmental Protection Department will study whether trial for EV charging is possible at suitable on-street parking spaces and will liaise with relevant departments.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)202****(Question Serial No. 2309)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the approval of hire car permits (HCPs), please provide information using the tables below:

(1) The issue of HCPs in 2017-18

5 types of HCPs issued under the Regulations	Maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2018)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

(2) The issue of Private Service (Limousine) HCPs

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2017						
2018 (as at 28 February 2018)						

(3) The age of vehicles issued with Private Service (Limousine) HCPs

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2017				
2018 (as at 28 February)				

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2018)				

(4) The issue of Private Service HCPs

Year	Number of enquiries about Private Service HCPs	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2017					
2018 (as at 28 February 2018)					

- (5) Given that there is an actual public demand for using information technology (IT) (including the Internet or mobile applications) to call hire cars for point-to-point personalised transport service, will the Government consider updating the HCP regime where appropriate and provide regulatory guidelines for operators of those platforms in 2018-19, so as to strike a balance among IT application, public demand and passenger safety?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 47)

Reply:

(1) The issue of HCPs as at 28 February 2018:

5 types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued ^{Note 1}	Number of HCPs issued by the TD (as at 28 February 2018)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service ^{Note 2}	1 500	696	46.4%
Hotel Hire Car Service	400	174	43.5%
Tour Hire Car Service	400	132	33%
Airport Hire Car Service	60	0 ^{Note 3}	Not applicable
School Hire Car Service	1 500	0 ^{Note 3}	Not applicable

Note 1: The statutory limits imposed on the number of HCPs are stipulated in Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L).

Note 2: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 3: According to the information of the TD, airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the same time school hire cars were also replaced by school private light buses. The TD thus no longer receives applications for these two types of HCPs.

(2) The issue of Private Service (Limousine) HCPs between 2017 and 2018 (as at 28 February 2018):

Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs ^{Note 4}	Number of requests for “pre-application assessment” ^{Note 5}	Number of applications received	Number of applications approved in the year ^{Note 6}	Number of applications rejected in the year ^{Note 6}	Number of applications approved on grounds of special considerations in the year ^{Note 7}
2017	38	16	34	43	34	18
2018 (as at 28 February)	5	2	12	9	3	2

Note 4: Figures include written enquiries or those received via 1823 call centre, whereas there are no statistics on enquiries made in person or by phone to the TD.

Note 5: “Pre-application assessment” was introduced on 1 February 2017.

Note 6: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 7: The figures have been included in the “number of applications approved in the year”.

(3) The age of vehicles with Private Service (Limousine) HCPs issued in 2017 (as at 31 December) and 2018 (as at 28 February):

Year	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles ^{Note 8}	Number of vehicles replaced
2017 (as at 31 December)	527,406	4.4	33	94
2018 (as at 28 February)	526,436	4.4	36	22

Note 8: A vehicle should be less than one year old from the date of first registration as a “brand new vehicles” in Hong Kong at the time of the application. For a vehicle not first registered in Hong Kong, it should be within one year from the “Year of Manufacture” at the time of the application.

- (4) Between 1 January 2017 and 28 February 2018, the TD has not received any enquiry or application regarding Private Service HCPs.
- (5) There are clear provisions in the existing laws stipulating the use of private cars for the carriage of passengers for hire or reward. Under section 52(3) of the Road Traffic Ordinance (Cap 374), a person who drives or uses a motor vehicle without an HCP for the carriage of passengers for hire or reward commits an offence.

The Government is open-minded on the application of different types of technologies, including the use of Internet or mobile applications, for calling hire cars. However, existing laws and regulations must be followed in using new technology or new platform to protect the interests and safety of passengers. When a person or an organisation (including the operator for a car hailing platform based on smartphone applications) arranges private cars for the carriage of passengers for hire or reward by whatever means (including the Internet and mobile applications), the hire car service concerned must have valid HCPs, and comply with the relevant statutory requirements and HCP conditions.

In response to the views of the community on hire cars and the market demand for hire car service, the TD introduced new measures on 1 February 2017 to facilitate new entrants to the hire car market and ensure the quality of vehicles. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, giving special consideration to the merits of individual applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts, and introducing new requirements for vehicle age of Private Service (Limousine) hire cars.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)203****(Question Serial No. 2660)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of first registered private cars over the past five years with breakdown by electric, petrol and diesel vehicles. Has the Government evaluated the effects of a significant reduction of first registration tax (FRT) concessions for electric private cars on curbing the growth in private car fleet? If yes, what are the results of evaluation? If no, what are the reasons?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 39)Reply:

The numbers of first registered private cars in Hong Kong over the past five years by types are tabulated as follows:

Year	Number of first registered private cars		
	Petrol	Diesel	Electric
2013	44 998	349	35
2014	44 245	1 546	845
2015	46 122	1 593	2 607
2016	36 266	1 896	3 020
2017	35 536	4 246	3 860

The Government has been promoting the use of electric vehicles (EVs) to improve roadside air quality through various measures, including providing FRT concessions for EVs. On 28 February 2018, the Government announced a new “One-for-One Replacement Scheme” under the new arrangements for FRT concession for EV, allowing private car owners who arrange to scrap and de-register their own eligible old private cars and then first register a new electric private car to enjoy a higher FRT concession up to \$250,000. There is a host of factors affecting decisions in the purchase of new cars, such as household incomes, vehicle prices and the promotion strategy of car suppliers. Given the relatively small market share of EVs, it is difficult to carry out meaningful assessment as regards the impact of FRT concession for EVs on car growth.

-End -

CONTROLLING OFFICER'S REPLY

THB(T)204

(Question Serial No. 0501)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for 2017-18 on Item 897 "Consultancy study on parking for commercial vehicles" was revised to \$440,000 under the Transport Department (TD)'s General non-recurrent expenses. What is the study progress? How will the Government utilise the estimated expenditure to proceed with the study in the remaining period of this financial year?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 30)

Reply:

TD commenced a consultancy study on parking for commercial vehicles (CV) in December 2017 for completion in 2019. The study includes assessing the CV parking demand by districts and will formulate short to long term measures to address the demand. The estimated expenditure of \$440,000 in 2017-18 refers to the related consultancy fee estimated to be payable in that financial year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)205

(Question Serial No. 0502)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Of the 1 397 route modification and other improvement items by non-franchised operators handled by the Transport Department in 2017, how many were route modification items approved upon receiving applications from operators of non-franchised buses (NFB)?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 31)

Reply:

Among the 1 397 route modification and other improvement items by non-franchised operators (including green minibus and residents' service, etc.) in 2017, 20 of them were route modification items in respect of residents' service proposed by NFB operators.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)206****(Question Serial No. 0503)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Government's work in exploring and introducing measures to provide parking spaces in the short, medium and long term, please advise on the following:

- (1) Please provide the current number of parking spaces in Hong Kong with breakdown by vehicle type and district. How many of these parking spaces, including on-street metered parking spaces, are for public use?
- (2) The Chief Executive stated in her Policy Address in October last year that a series of short, medium to long-term measures would be implemented to meet the demand for parking spaces. What related measures have the Government introduced since then?

Asked by: Hon POON Siu-ping (Member Question No. (LegCo use): 32)Reply:

- (1) The number of parking spaces in each of the districts by vehicle type as at February 2018, with the number of parking spaces for public use shown in brackets, is tabulated as follows:

District	Private Cars	Goods Vehicles	Buses / Coaches	Motorcycles	Total*
Central and Western	37 988 (10 471)	1 216 (936)	84 (44)	1 348 (932)	40 636 (12 383)
Wan Chai	35 293 (10 264)	142 (67)	116 (28)	1 042 (666)	36 593 (11 025)
Eastern	48 918 (13 694)	2 133 (617)	306 (178)	2 518 (1 264)	53 875 (15 753)
Southern	38 953 (8 295)	1 205 (628)	262 (216)	1 832 (655)	42 252 (9 794)

District	Private Cars	Goods Vehicles	Buses / Coaches	Motorcycles	Total*
Yau Tsim Mong	33 135 (15 474)	2 428 (2 140)	261 (192)	2 025 (1 551)	37 849 (19 357)
Sham Shui Po	28 641 (10 329)	3 201 (2 470)	422 (86)	1 886 (892)	34 150 (13 777)
Kowloon City	49 171 (10 429)	1 641 (1 096)	715 (671)	1 875 (932)	53 402 (13 128)
Wong Tai Sin	20 859 (6 301)	1 254 (296)	136 (98)	2 257 (624)	24 506 (7 319)
Kwun Tong	46 055 (14 425)	4 195 (1 187)	200 (91)	3 892 (1 076)	54 342 (16 779)
Tsuen Wan	35 787 (10 891)	1 947 (833)	426 (412)	1 281 (638)	39 441 (12 774)
Tuen Mun	40 709 (10 201)	2 523 (1 507)	175 (111)	1 644 (815)	45 051 (12 634)
Yuen Long	40 857 (10 137)	2 108 (900)	346 (114)	1 677 (557)	44 988 (11 708)
North	21 290 (6 731)	1 818 (1 075)	79 (32)	781 (425)	23 968 (8 263)
Tai Po	28 499 (7 365)	1 194 (644)	140 (103)	966 (275)	30 799 (8 387)
Sai Kung	39 819 (12 805)	1 585 (730)	339 (202)	2 783 (871)	44 526 (14 608)
Sha Tin	72 189 (18 637)	2 740 (1 415)	215 (93)	2 803 (746)	77 947 (20 891)
Kwai Tsing	35 473 (11 287)	10 954 (7 640)	252 (224)	2 629 (832)	49 308 (19 983)
Islands	15 565 (6 691)	779 (262)	226 (217)	520 (250)	17 090 (7 420)
Total	669 201 (194 427)	43 063 (24 443)	4 700 (3 112)	33 759 (14 001)	750 723 (235 983)

* The figures exclude about 300 parking spaces that are reserved for special public services, such as refuse collection or post offices' vehicles.

- (2) The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:
- (a) designating suitable on-street locations as night-time parking spaces;
 - (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (c) providing public car parks in suitable new government, institution and community facilities;
 - (d) allowing parking of school buses inside school premises after school hours;

- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which was commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)207

(Question Serial No. 3424)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

An additional 187 closed circuit television (CCTV) cameras for monitoring traffic conditions will be installed in 2018-19. Please advise:

1. the locations of the cameras to be installed and the cost incurred;
2. the effects of the installation on traffic management;
3. whether consideration has been given to disseminating more traffic information to the public with the use of the cameras; if yes, the details; if no, the reasons; and
4. how this is conducive to building a smart city.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. (LegCo use): 88)

Reply:

1. and 2. In 2018-19, the Transport Department (TD) plans to commission 187 CCTV cameras under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project and the Liantang/Heung Yuen Wai Boundary Control Point (BCP) project. The cost of the works is about \$30 million. These new cameras will be installed within the boundaries of the two projects for traffic surveillance, traffic control, and incident management of associated roads and tunnels.
3. Whilst the new CCTV cameras installed under the above projects are specifically used by the HZMB and the new BCP at Heung Yuen Wai for operational need, CCTV cameras will be installed along the strategic routes leading to the HZMB and the new BCP at Heung Yuen Wai to disseminate real time road traffic images to the public via the TD's webpage and mobile applications and the Government's information portal at the "data.gov.hk" website.
4. The CCTV cameras enhance the TD's capability and efficiency to collect real-time information on road traffic conditions. Where necessary, for example,

in case of traffic incidents, the TD can inform the public at the earliest opportunity so as to facilitate the public to plan their trips ahead. This streamlined process of disseminating useful information to the public will contribute to developing Hong Kong into a smart city.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)208****(Question Serial No. 1729)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide average vehicular speeds, vehicular flows and pedestrian flows in the following table (by hour in weekday and weekend). If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons at the notes:

Weekday in 2017:

Time	Road	Cheung Sha Wan Road (Hing Wah Street to Tonkin Street)		Cheung Sha Wan Road (Tonkin Street to Yen Chow Street)		Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street)		Yen Chow Street (Castle Peak Road to Cheung Sha Wan Road)		Yen Chow Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Tonkin Street (Castle Peak Road to Cheung Sha Wan Road)		Tonkin Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Nam Cheong Street (Tai Po Road to Cheung Sha Wan Road)		Nam Cheong Street (Cheung Sha Wan Road to Lai Chi Kok Road)	
		east bound	west bound	east bound	west bound	east bound	west bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound
0000-0100	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0100-0200	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0200-0300	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0300-0400	Average speed																		
	Vehicular flow																		
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0400-0500	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0500-0600	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		

<div> <div>Road</div> <div>Time</div> </div>		Cheung Sha Wan Road (Hing Wah Street to Tonkin Street)		Cheung Sha Wan Road (Tonkin Street to Yen Chow Street)		Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street)		Yen Chow Street (Castle Peak Road to Cheung Sha Wan Road)		Yen Chow Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Tonkin Street (Castle Peak Road to Cheung Sha Wan Road)		Tonkin Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Nam Cheong Street (Tai Po Road to Cheung Sha Wan Road)		Nam Cheong Street (Cheung Sha Wan Road to Lai Chi Kok Road)	
		east bound	west bound	east bound	west bound	east bound	west bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound
0600-0700	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0700-0800	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
0800-0900	Average speed																		
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0900-1000	Average speed																		
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1000-1100	Average speed																		
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2000-2100	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
2100-2200	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		

Time \ Road		Cheung Sha Wan Road (Hing Wah Street to Tonkin Street)		Cheung Sha Wan Road (Tonkin Street to Yen Chow Street)		Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street)		Yen Chow Street (Castle Peak Road to Cheung Sha Wan Road)		Yen Chow Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Tonkin Street (Castle Peak Road to Cheung Sha Wan Road)		Tonkin Street (Cheung Sha Wan Road to Lai Chi Kok Road)		Nam Cheong Street (Tai Po Road to Cheung Sha Wan Road)		Nam Cheong Street (Cheung Sha Wan Road to Lai Chi Kok Road)	
		east bound	west bound	east bound	west bound	east bound	west bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound	south bound	north bound
2200-2300	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		
2300-2400	Average speed																		
	Vehicular flow																		
	Pedestrian flow																		

Weekend in 2017: (same as above table)

Weekday in 2016: (same as above table)

Weekend in 2016: (same as above table)

Weekday in 2015: (same as above table)

Weekend in 2015: (same as above table)

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 300)

Reply:

The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. Vehicular flow and pedestrian flow are also not covered by the CJTS. Average vehicular speeds of Cheung Sha Wan Road, which is a major road covered by the CJTS, in 2015, 2016 and 2017 are listed at the Annex. Yen Chow Street, Tonkin Street and Nam Cheong Street are not covered by the CJTS, and the TD does not have information on their average speeds.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning peak hours [@] kilometres/hour		
	2017	2016	2015
Cheung Sha Wan Road (Hing Wah Street to Tonkin Street) (east bound)	25	19	25
Cheung Sha Wan Road (Hing Wah Street to Tonkin Street) (west bound)	17	14	20
Cheung Sha Wan Road (Tonkin Street to Yen Chow Street) (east bound)	17	23	17
Cheung Sha Wan Road (Tonkin Street to Yen Chow Street) (west bound)	14	14	17
Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street) (east bound)	28	19	19
Cheung Sha Wan Road (Yen Chow Street to Nam Cheong Street) (west bound)	12	15	19

@ They refer to morning peak hours (8:00am - 9:30am) on weekdays

- End -

CONTROLLING OFFICER'S REPLY**THB(T)209****(Question Serial No. 1730)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for processing applications for Hire Car Permits (HCPs). In this connection, will the Government inform this Committee of the following:

- (1) What is the number of outstanding HCP applications which are yet to be processed by the TD? Regarding the outstanding applications, please list out the shortest and longest waiting time.
- (2) The number of Private Service HCPs which can be issued by the TD is capped at 1 500. Please provide the following figures.

		2015	2016	2017
(a) Hotel Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

		2015	2016	2017
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(e) Private Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

- (3) Has the Government reviewed why the quotas for HCPs have not been fully utilised all along? If yes, what are the findings of the review? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 408)

Reply:

- (1) As of 28 February 2018, there were five HCP applications under processing, among which the earliest application was received six weeks before, and the latest one was received on 28 February 2018.
- (2) The required figures in relation to the issuing of HCPs are tabulated below:

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
(a) Hotel Service Hire Car	Number of new applications in the year	8	3	8
	Number of HCPs issued to new applications in the year ^{Note 1}	15	4	9
	Shortest processing time (months) ^{Note 2}	1	7	5
	Longest processing time (months) ^{Note 2}	9	11	7
	Average processing time (months) ^{Note 2}	4.6	9.0	6.2
	Cumulative number of HCPs issued at year-end ^{Note 3}	162	162	168
(b) Tour Service Hire Car	Number of new applications in the year	23	14	18
	Number of HCPs issued to new applications in the year ^{Note 1}	3	1	13

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
	Shortest processing time (months) ^{Note 2}	2	4	1
	Longest processing time (months) ^{Notes 2}	8	10	16 ^{Note 4}
	Average processing time (months) ^{Note 2}	4.8	6.3	6.7
	Cumulative number of HCPs issued at year-end ^{Note 3}	109	109	119
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	25	46	34
	Number of HCPs issued to new applications in the year ^{Note 1}	11	13	44
	Shortest processing time (months) ^{Note 2}	3	1	1
	Longest processing time (months) ^{Notes 2}	9	11	16 ^{Note 4}
	Average processing time (months) ^{Note 2}	6.1	5.4	6.3
	Cumulative number of HCPs issued at year-end ^{Note 3}	254	267	311
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	3	0	2
	Number of HCPs issued to new applications in the year ^{Note 1}	15	0	0
	Shortest processing time (months) ^{Note 2}	1	Not applicable	4
	Longest processing time (months) ^{Note 2}	4	Not applicable	4
	Average processing time (months) ^{Note 2}	2.7	Not applicable	4.0
	Cumulative number of HCPs issued at year-end ^{Note 3}	365	365	355
(e) Private Service Hire Car (Ordinary)	Number of new applications in the year	0	0	0
	Number of HCPs issued to new applications in the year ^{Note 1}	Not applicable	Not applicable	Not applicable
	Shortest processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable

		2015 (Calendar year)	2016 (Calendar year)	2017 (Calendar year)
	Longest processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable
	Average processing time (months) ^{Note 2}	Not applicable	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end ^{Note 3}	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of HCP(s) may not be granted in the same calendar year as the submission of application.

Note 2: The calculations on the shortest, longest and average processing time are based on all HCP applications completed (i.e. approved or rejected) within the specified year, irrespective of whether the TD received the applications in that specified year. The processing time is calculated from the date of receipt of all required information/supporting documents of the application.

Note 3: Including new and renewal applications, the number of valid HCPs as at 31 December of the year.

Note 4: The relatively long processing time was due to more time required for clarification on complicated cases, etc.

- (3) Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L) stipulates the statutory limits on the number of various categories of HCPs, which are the maximum number of hire car permits that can be issued. The Commissioner for Transport (the Commissioner) is not obliged to issue the HCPs up to the prescribed limits. The Commissioner will consider the requirements prescribed in the relevant legislation and have to be satisfied, amongst other factors, that the proposed hire car service is “reasonably required” before approving each and every HCP.

In response to the views of the community on hire cars and the market demand for hire car service, the TD has reviewed the HCP issuing mechanism in 2016-17 and implemented two key measures to suitably relax the requirements for the issue of HCPs since February 2017. Such measures include allowing those who are interested in applying for HCPs to make a request for “pre-application assessment” without the need to submit private car registration documents, and giving special consideration to the merits of individual applicants for Private Service (Limousine) HCPs who are unable to produce the required hiring records or future service contracts.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)210

(Question Serial No. 1732)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department is responsible for the planning and development of transport services in Hong Kong. In this connection, will the Government inform this Committee of the following:

The Government has always believed that there is a need to control the growth of the vehicle fleet. However, the Government's proposed introduction of franchised taxis will add 600 new vehicles. Has the Government assessed the impact of the proposal on the burden of traffic on roads? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 410)

Reply:

The Government completed a comprehensive review on the demand for personalised and point-to-point transport services, including taxis and hire car services, under the Public Transport Strategy Study (PTSS) in June 2017. In the light of the results of consultation with the Legislative Council Panel on Transport and the general support from the public, the Government will introduce franchised taxis with "online hailing" features to meet the new demand in the community.

Under the trial scheme, 600 franchised taxis in total (i.e. about 3% of the 18000-odd taxis in Hong Kong) will be introduced. This modest number can strike a balance between various considerations, including the overall supply and demand of taxis in the territory, the operating environment of taxi trade and the impact on traffic management. The number of franchised taxis (i.e. 600 vehicles) will be stipulated in the law. In the course of taking forward the legislative amendments, the Government will thoroughly consult various stakeholders, including the taxi trade.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)211

(Question Serial No. 1734)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has all along claimed that there was a need to contain the growth of private car fleet size to avoid causing traffic congestion. What measures will the Government take (such as considering increasing the first registration tax for petrol private cars) to discourage the residents from acquiring new cars and alleviate the worsening roadside air pollution? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 412)

Reply:

The Government attaches great importance to alleviating traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of

loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)212****(Question Serial No. 1735)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide average vehicular speeds in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons as remarks:

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										
Harcourt Road (Central bound)										
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Average speed at morning and evening peak hours [km/hr] [□]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

- (2) Does the Government have any measures for improving the vehicular speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads to have slow vehicular speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 301)

Reply:

(1)

The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the

evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2013 to 2017 are at Annex 1 and Annex 2 respectively.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

(2) & (3)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is

broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the Transport and Housing Bureau, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

Road	Average speed at morning and evening peak hours [@] [kilometres(km) / hour(hr)]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) [#]	50	-	38	-	34	-	31	-	47	-
Canal Road Flyover (north bound) [#]	10	-	7	-	10	-	10	-	12	-
Gloucester Road (east bound) ⁺	15	26	19	25	19	17	15	14	28	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-	53	-	68	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-	28	-	29	-
Connaught Road West (east bound)	28	42	37	47	40	39	38	42	19	24
Connaught Road West (west bound)*	56	56	61	52	56	50	61	53	-	-
Connaught Road Central (east bound) ⁺	21	16	19	23	22	19	21	14	16	-
Connaught Road Central (west bound) ⁺	22	15	26	25	25	24	28	20	19	-
Pedder Street [§]	6	7	7	9	-	-	-	-	5	8
Harcourt Road (Central bound) ⁺	43	22	46	33	45	40	48	39	46	-
Hennessy Road (Central bound)	12	12	15	11	14	12	15	10	15	12
Queen's Road Central (Central bound)	18	10	18	12	19	9	19	10	19	10
Kowloon										
Chatham Road North (south bound) [#]	4	-	5	-	4	-	6	-	5	-
Chatham Road North (north bound) [#]	45	-	39	-	32	-	34	-	37	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	7	49	8	59	16	49	9	43	14	52
Gascoigne Road (east bound) [#]	8	-	20	-	12	-	10	-	14	-
Gascoigne Road (west bound) [#]	18	-	24	-	18	-	25	-	15	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-	59	-	64	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-	61	-	66	-

[@] They refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

[#] The CJTS did not cover the evening peak hours.

⁺ The CJTS only covered the morning peak hours before 2014.

^{*} The CJTS did not cover Connaught Road West (west bound) before 2014.

[§] The CJTS only covered Pedder Street in 2017, 2016 and before 2014.

Tunnel	Average speed at morning and evening peak hours [@] [km/hr]									
	2017		2016		2015		2014		2013	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	32	29	34	32	31	37	34	32	32	29
Eastern Harbour Crossing	31	43	32	48	33	46	28	43	29	48
Western Harbour Crossing	49	59	56	60	56	56	55	51	57	58
Lion Rock Tunnel	36	40	35	39	35	39	32	37	36	44
Tate's Cairn Tunnel	33	51	34	51	34	49	32	54	43	58
Route 8 (section between Cheung Sha Wan and Sha Tin) [#]	56	-	61	-	55	-	54	-	58	-

[@] They refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

[#] The CJTS did not cover the evening peak hours.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)213****(Question Serial No. 1736)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the respective number of buses owned by each franchised bus company with the following table and when these buses will retire?

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI	Electric buses	Total
	With SCR	Without SCR						With SCR	Without SCR
KMB									
CTB									
NWFB									
LW									
NLB									

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 302)Reply:

The number of buses of each franchised bus company with breakdown by emission standards as at the end of December 2017 is set out below:

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI*	Electric buses*	Total
	With SCR**	Without SCR	With SCR**	Without SCR					
KMB	54	341	621	471	93	2 369	4	14	3 967
CTB	1	0	8	1	23	903	2	6	944
NWFB	60	24	74	0	38	496	6	4	702
LW	0	0	8	10	31	192	0	4	245
NLB	0	0	0	31	23	70	0	0	124

- * Six out of the 12 buses of Euro VI emission standards are hybrid buses. These six buses and the 28 electric buses were fully subsidised by the Environmental Protection Department for trial operation by the franchised bus companies in Hong Kong.
- ** The Government fully subsidised the franchised bus companies to retrofit their Euro II and III buses with selective catalytic reduction (SCR) devices to upgrade their emission performance to that of Euro IV or above level. A total of 1 030 eligible buses (some bus models are not technically feasible for SCR retrofit) were retrofitted upon completion of the programme in December 2017. 204 of these buses have been retired or put out of service.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

Franchised bus companies are required to provide their services with buses under the age of 18. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III and Euro IV emission standards will be retired by end 2019, 2026 and 2029 respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)214

(Question Serial No. 1737)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please list out vehicle proportions and average occupancy of various vehicle types in peak hours at the ten counting stations which have the highest traffic volumes recorded across the survey cordon.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 303)

Reply:

The vehicle proportions and average occupancy by vehicle types during morning and evening peak hours on weekdays at the ten counting stations with the highest traffic volume across the survey cordon in the 2016 Annual Traffic Census are at the Annex.

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non-franchised Bus	Franchised Bus #	
										S.D.	D.D.
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)											
0700-0800	Proportion ^{Note 1} (%)	5.2	29.5	21.4	3.2	6.4	19.1	4.9	3.4	0.2	6.7
	Occupancy ^{Note 2}	1.0	1.5	2.1	8.0	12.0	1.7	1.1	20.5	26.4	51.8
0800-0900	Proportion (%)	4.2	41.7	18.2	1.9	5.0	16.5	4.4	2.0	0.1	5.9
	Occupancy	1.1	1.3	2.1	5.3	15.2	1.5	1.3	25.5	35.8	61.0
0900-1000	Proportion (%)	2.7	34.1	18.5	0.9	3.5	25.0	7.9	1.2	0.1	6.1
	Occupancy	1.0	1.3	2.0	2.1	11.8	1.3	1.2	12.1	20.6	34.5
1600-1700	Proportion (%)	3.1	35.5	16.4	1.6	3.2	26.1	7.1	2.0	0.2	4.9
	Occupancy	1.1	1.4	2.0	2.8	10.6	1.5	1.3	8.1	15.5	35.9
1700-1800	Proportion (%)	5.5	40.0	17.4	2.0	3.6	19.9	3.5	1.8	0.2	6.2
	Occupancy	1.0	1.5	1.8	2.1	12.5	1.4	1.3	8.2	29.6	47.6
1800-1900	Proportion (%)	5.0	52.5	14.5	0.3	5.0	12.4	2.4	1.7	0.1	6.1
	Occupancy	1.1	1.4	2.2	2.0	14.7	1.4	1.2	19.4	29.0	61.3
2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)											
0700-0800	Proportion (%)	5.6	34.2	31.7	3.4	0.6	12.2	2.3	6.5	0.0	3.6
	Occupancy	1.0	1.5	1.9	7.2	10.6	1.3	1.2	20.9	0.0	55.4
0800-0900	Proportion (%)	3.6	50.7	26.5	1.5	0.3	8.5	2.3	2.5	0.0	4.1
	Occupancy	1.1	1.3	2.1	5.4	11.5	1.5	1.3	23.1	0.0	63.8
0900-1000	Proportion (%)	3.2	39.2	30.1	0.9	0.2	17.3	3.4	2.1	0.1	3.6
	Occupancy	1.1	1.3	2.0	1.9	10.3	1.5	1.3	9.1	1.0	36.5
1600-1700	Proportion (%)	3.5	41.5	26.0	1.6	0.3	17.3	3.3	3.5	0.1	3.0
	Occupancy	1.1	1.4	1.9	3.3	6.5	1.6	1.3	9.3	1.0	28.6
1700-1800	Proportion (%)	5.1	47.8	22.3	1.3	0.3	14.0	2.0	4.0	0.1	3.3
	Occupancy	1.1	1.3	2.0	4.0	8.8	1.4	1.4	9.7	1.0	36.1
1800-1900	Proportion (%)	4.6	58.4	19.1	0.2	0.5	8.9	1.4	3.5	0.0	3.4
	Occupancy	1.1	1.4	2.2	1.3	17.0	1.4	1.2	17.0	0.0	52.9
3. Harcourt Road (Tamar Street to Arsenal Street)											
0700-0800	Proportion (%)	2.9	32.1	39.6	3.8	1.2	10.1	1.8	4.5	0.1	4.0
	Occupancy	1.0	1.3	2.1	6.1	8.8	1.3	1.4	14.2	15.0	27.8
0800-0900	Proportion (%)	2.9	39.7	35.9	0.7	0.5	9.3	1.3	4.1	0.1	5.4
	Occupancy	1.1	1.3	2.2	7.2	10.0	1.5	1.5	14.2	32.0	39.6
0900-1000	Proportion (%)	1.6	39.7	32.1	0.4	0.4	17.2	2.7	1.9	0.1	4.0
	Occupancy	1.1	1.3	2.1	2.8	7.1	1.6	1.5	8.9	3.7	21.9
1600-1700	Proportion (%)	1.9	47.8	30.1	0.6	0.3	13.0	1.5	2.3	0.1	2.5
	Occupancy	1.0	1.4	2.2	3.6	12.6	1.5	1.4	15.2	1.0	19.1
1700-1800	Proportion (%)	3.2	51.9	29.5	0.6	0.2	9.3	0.7	1.9	0.0	2.8
	Occupancy	1.0	1.4	2.3	5.3	14.7	1.5	1.6	22.1	0.0	18.5
1800-1900	Proportion (%)	2.8	55.6	29.8	0.2	0.4	4.6	0.7	3.2	0.1	2.8
	Occupancy	1.0	1.4	2.2	4.0	15.0	1.6	1.4	26.4	1.0	28.3

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway — Ting Kau Bridge)											
0700-0800	Proportion (%)	3.6	48.3	9.2	0.8	0.5	16.5	10.8	5.2	0.1	5.1
	Occupancy	1.0	1.4	1.8	7.3	13.1	1.2	1.2	25.0	1.0	61.8
0800-0900	Proportion (%)	3.3	43.0	7.5	0.3	0.5	22.0	13.8	4.3	0.0	5.3
	Occupancy	1.1	1.3	1.9	1.3	12.1	1.4	1.1	29.7	0.0	66.4
0900-1000	Proportion (%)	1.7	37.5	7.4	0.2	0.4	21.4	21.8	3.8	0.0	5.6
	Occupancy	1.1	1.3	1.9	1.5	9.1	1.5	1.1	18.5	0.0	31.5
1600-1700	Proportion (%)	1.6	39.3	6.0	0.9	0.5	23.7	19.6	3.5	0.0	4.9
	Occupancy	1.1	1.3	2.1	2.8	9.2	1.3	1.1	10.7	0.0	35.9
1700-1800	Proportion (%)	3.2	46.3	5.5	1.0	0.4	21.0	14.3	2.9	0.0	5.4
	Occupancy	1.0	1.5	2.1	4.3	14.4	1.3	1.2	22.1	0.0	50.4
1800-1900	Proportion (%)	3.6	60.5	5.6	0.3	0.5	12.6	7.5	4.5	0.0	5.1
	Occupancy	1.1	1.2	2.2	1.6	12.9	1.5	1.1	20.2	0.0	68.2
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)											
0700-0800	Proportion (%)	2.4	60.5	6.9	0.6	0.2	17.5	7.5	2.3	0.0	2.1
	Occupancy	1.1	1.2	2.2	6.1	13.4	1.4	1.2	14.5	0.0	62.2
0800-0900	Proportion (%)	2.2	58.2	7.4	0.4	0.2	17.8	8.7	3.1	0.1	1.9
	Occupancy	1.1	1.2	2.0	3.8	11.0	1.4	1.2	11.0	4.0	62.9
0900-1000	Proportion (%)	1.7	50.7	7.9	0.3	0.1	23.9	11.8	1.7	0.0	2.0
	Occupancy	1.1	1.3	2.1	4.4	14.0	1.4	1.3	9.3	0.0	34.2
1600-1700	Proportion (%)	1.9	47.2	5.8	0.7	0.3	28.2	12.0	2.0	0.0	1.9
	Occupancy	1.1	1.6	1.9	3.6	10.0	1.4	1.2	7.3	0.0	35.7
1700-1800	Proportion (%)	3.2	51.4	7.1	0.6	0.3	24.2	8.9	2.3	0.1	2.1
	Occupancy	1.1	1.3	1.8	3.6	12.9	1.3	1.1	11.5	1.0	47.9
1800-1900	Proportion (%)	2.3	68.3	5.7	0.4	0.2	12.8	5.6	2.7	0.0	1.8
	Occupancy	1.1	1.2	2.1	1.1	15.7	1.2	1.0	26.4	0.0	68.6
6. Cross Harbour Tunnel (Toll Plaza to South Portal)											
0700-0800	Proportion (%)	5.5	46.0	12.9	1.5	1.1	17.7	5.8	4.2	0.0	5.4
	Occupancy	1.0	1.4	2.0	9.9	13.9	1.4	1.1	8.1	0.0	57.3
0800-0900	Proportion (%)	7.0	50.9	6.4	0.6	0.3	19.5	4.7	3.7	0.0	6.9
	Occupancy	1.1	1.2	2.0	4.6	2.5	1.4	1.1	6.3	0.0	72.7
0900-1000	Proportion (%)	5.2	37.8	6.9	0.2	0.4	29.4	7.8	3.9	0.0	8.3
	Occupancy	1.0	1.2	2.2	1.7	4.2	1.6	1.3	9.6	0.0	43.9
1600-1700	Proportion (%)	3.9	47.9	8.4	0.7	0.0	24.7	3.9	4.8	0.0	5.6
	Occupancy	1.1	1.4	2.1	5.6	0.0	1.4	1.1	7.8	0.0	45.5
1700-1800	Proportion (%)	6.3	52.9	4.3	1.2	0.5	21.5	2.9	4.5	0.0	5.9
	Occupancy	1.0	1.3	2.4	2.9	3.0	1.2	1.1	9.3	0.0	60.6
1800-1900	Proportion (%)	7.4	55.0	8.8	0.6	0.7	17.4	1.3	2.7	0.0	6.1
	Occupancy	1.0	1.2	2.4	2.1	13.4	1.2	1.1	7.9	0.0	85.2

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
7. Chatham Road North (Wuhu Street to Hong Chong Road)											
0700-0800	Proportion (%)	5.3	32.8	21.0	3.0	3.8	14.4	7.4	5.8	0.1	6.4
	Occupancy	1.0	1.4	2.1	8.5	11.6	1.4	1.2	17.0	64.0	42.9
0800-0900	Proportion (%)	4.5	46.5	17.8	1.4	1.9	13.7	4.5	3.9	0.1	5.6
	Occupancy	1.1	1.3	2.1	3.4	12.3	1.5	1.2	22.1	9.0	58.0
0900-1000	Proportion (%)	3.3	38.7	21.1	0.8	2.0	18.9	5.3	2.9	0.0	7.0
	Occupancy	1.0	1.3	2.0	4.4	10.3	1.5	1.2	14.7	0.0	33.4
1600-1700	Proportion (%)	3.1	33.4	25.2	1.4	2.3	20.5	4.7	3.8	0.0	5.5
	Occupancy	1.0	1.4	1.9	4.5	9.5	1.5	1.1	13.7	0.0	40.3
1700-1800	Proportion (%)	5.3	32.2	23.2	1.2	2.9	19.7	2.8	5.2	0.0	7.4
	Occupancy	1.0	1.4	2.1	3.1	11.9	1.5	1.3	16.4	0.0	47.0
1800-1900	Proportion (%)	6.9	43.7	22.5	0.3	2.1	11.1	1.4	6.2	0.0	5.9
	Occupancy	1.1	1.4	2.2	4.8	14.2	1.5	1.3	24.0	0.0	61.4
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)											
0700-0800	Proportion (%)	6.1	29.7	16.9	2.0	2.6	23.0	12.2	3.7	0.1	3.7
	Occupancy	1.1	1.3	2.0	6.1	11.8	1.3	1.3	19.4	26.0	55.1
0800-0900	Proportion (%)	4.9	38.8	14.8	0.5	3.5	22.5	9.1	2.9	0.1	3.1
	Occupancy	1.0	1.3	2.1	5.4	12.7	1.4	1.4	17.9	59.0	63.0
0900-1000	Proportion (%)	2.6	33.9	15.0	0.5	2.2	29.5	11.8	1.2	0.1	3.4
	Occupancy	1.0	1.3	1.9	1.8	9.3	1.4	1.3	10.9	18.0	34.8
1600-1700	Proportion (%)	3.6	29.8	13.9	1.5	1.5	31.8	11.8	2.5	0.0	3.4
	Occupancy	1.1	1.3	1.9	4.3	10.3	1.4	1.3	5.8	0.0	45.0
1700-1800	Proportion (%)	5.2	37.7	11.7	1.2	2.3	26.8	9.3	2.0	0.1	3.7
	Occupancy	1.1	1.3	1.8	4.1	12.4	1.3	1.2	14.5	1.0	58.8
1800-1900	Proportion (%)	5.9	49.3	10.3	0.5	4.1	19.0	5.5	2.2	0.0	3.3
	Occupancy	1.1	1.2	1.9	3.2	14.6	1.3	1.2	21.1	0.0	73.5
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)											
0700-0800	Proportion (%)	1.9	41.3	11.2	0.8	2.1	19.2	17.1	5.2	0.1	1.1
	Occupancy	1.0	1.3	2.2	6.3	14.1	1.3	1.1	17.3	31.2	21.8
0800-0900	Proportion (%)	1.9	41.7	9.0	0.7	2.1	19.7	20.9	3.3	0.1	0.6
	Occupancy	1.0	1.3	2.2	3.3	14.4	1.3	1.1	18.3	35.9	36.1
0900-1000	Proportion (%)	1.2	35.2	8.0	0.8	1.4	24.5	25.0	2.7	0.1	1.1
	Occupancy	1.0	1.4	2.0	2.2	14.6	1.3	1.2	10.0	22.5	19.7
1600-1700	Proportion (%)	1.0	38.0	8.4	1.2	1.0	22.2	23.2	3.6	0.1	1.3
	Occupancy	1.2	1.5	2.2	3.4	14.1	1.4	1.1	15.7	26.6	26.6
1700-1800	Proportion (%)	1.6	40.7	9.1	1.4	0.9	22.4	18.3	4.5	0.1	1.0
	Occupancy	1.0	1.4	2.3	2.4	15.0	1.3	1.1	11.4	33.9	34.9
1800-1900	Proportion (%)	2.3	59.9	7.0	0.5	2.0	15.6	9.3	2.5	0.1	0.8
	Occupancy	1.1	1.5	2.2	1.5	16.3	1.2	1.2	19.2	34.3	46.1

Time/Road		Vehicle Types									
		Motor Cycle	Private Car	Taxi	Private Light Bus	Public Light Bus	Light Goods Vehicle	Medium/ Heavy Goods Vehicles	Non- franchised Bus	Franchised Bus #	
										S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)											
0700-0800	Proportion (%)	6.5	36.1	18.3	2.0	2.3	21.5	8.3	2.5	0.0	2.5
	Occupancy	1.0	1.4	2.1	4.1	13.6	1.4	1.3	16.0	0.0	82.4
0800-0900	Proportion (%)	4.8	48.2	14.6	0.9	2.1	18.5	5.3	2.7	0.0	2.7
	Occupancy	1.1	1.3	2.2	6.3	14.7	1.5	1.3	23.8	0.0	79.8
0900-1000	Proportion (%)	4.9	30.4	16.0	0.5	1.1	33.6	7.6	2.5	0.0	3.4
	Occupancy	1.0	1.3	2.0	3.3	12.5	1.6	1.4	7.6	0.0	41.2
1600-1700	Proportion (%)	2.7	33.1	14.1	2.0	0.4	33.3	10.0	2.1	0.0	2.2
	Occupancy	1.1	1.4	1.6	3.5	12.4	1.5	1.4	10.3	0.0	44.4
1700-1800	Proportion (%)	5.3	39.7	11.7	1.4	0.7	30.0	6.5	1.8	0.0	2.8
	Occupancy	1.0	1.4	1.9	2.4	15.4	1.5	1.4	7.2	0.0	59.7
1800-1900	Proportion (%)	5.7	53.4	9.8	0.2	1.6	21.2	4.3	1.2	0.0	2.6
	Occupancy	1.1	1.4	2.1	2.3	16.4	1.5	1.3	22.0	0.0	83.9

#S.D. - single-decked; D.D. - double-decked.

Notes 1. The proportion refers to the percentage of vehicles among the total number of vehicles (Sum may not add up to 100% due to rounding).
2. The occupancy of a vehicle (in persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)215****(Question Serial No. 1738)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past three years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 304)Reply:

The numbers of vehicles in respect of which the Transport Department refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap 374) in the past three years with breakdown by vehicle class and reason are tabulated below:

Vehicle class	2017	2016	2015
(a) Vehicle examination notice, examination order or vehicle repair order not complied with			
Motorcycle/motor tricycle	19	7	15
Private car	256	141	228
Taxi	10	5	30
Non-franchised public bus	19	13	3
Private bus	1	1	0
Public light bus	1	5	8
Private light bus	0	0	1
Light goods vehicle	33	23	36
Medium goods vehicle	8	5	6
Heavy goods vehicle	2	2	0
Special purpose vehicle	0	0	0
(b) Failing to have the vehicle tested at a vehicle emission testing centre when required to do so or vehicle found not to comply with vehicle emission standards			
Private car	51	71	206

Vehicle class	2017	2016	2015
Taxi	3	5	24
Non-franchised public bus	2	6	4
Public light bus	0	2	0
Private light bus	1	0	0
Light goods vehicle	11	10	24
Medium goods vehicle	9	10	12
Heavy goods vehicle	0	1	3
Special purpose vehicle	4	0	1
(c) Regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles not complied with			
Private car	1	0	0

- End -

CONTROLLING OFFICER'S REPLY

THB(T)216

(Question Serial No. 1092)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “to implement and administer effectively the Public Transport Fare Subsidy Scheme (the Scheme)”, will the Government inform this Committee of the following:

- (1) How will the provision of \$825 million for 2018-19 be used?
- (2) It is stated in paragraph 12 of the Legislative Council Finance Committee paper FCR(2017-18)55 on the new item “developing a new system to process subsidy amount, modifying relevant software and hardware and installing dedicated readers for subsidy collection and registration of expenses on monthly/day passes for implementing the Public Transport Fare Subsidy Scheme” which was approved on 2 February 2018 that “for the subsidy amount, the Government estimates that the annual subsidy will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme. If the Scheme can be implemented in the first quarter of 2019, the subsidy amount in 2018-19 will be around \$575 million”. Why is it that the provision for 2018-19 is \$825 million? What is the amount of annual administrative fees payable to the operators, including the Octopus Cards Limited (OCL)?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 11)

Reply:

- (1) The estimated expenditure of \$825 million for the Scheme in 2018-19 covers \$775 million for the subsidy amount and \$50 million for recurrent expenditure (including staff cost, expenditure required for conducting transport surveys, auditing fee of systems of internal control, service fee for subsidy calculation and collection, relevant system operating and maintenance fee, etc.).
- (2) As mentioned in the Legislative Council Finance Committee paper FCR(2017-18)55, we expect to launch the Scheme in the first quarter of 2019; on that basis the estimated subsidy amount and recurrent expenditure in 2018-19 is around \$575 million and \$45 million respectively. The Transport Department (TD) is actively taking forward

the preparatory work of the Scheme and striving to implement the Scheme as early as possible. Based on the latest assessment, the estimated subsidy amount in 2018-19 has been increased from \$575 million to \$775 million while the recurrent expenditure has been increased from \$45 million to \$50 million. This revised estimate includes contingency to cater for possible early implementation of the scheme subject to actual work progress.

The Government will strive to lower the administrative fee of the Scheme as far as possible. Based on the latest estimate, the annual administrative fee payable to the OCL is around 1% of the annual subsidy amount. The fee includes administrative fee payable to OCL for data analysis and regular submission of reports to the Government for monitoring purpose, service fee payable to other third-party service providers entrusted by OCL, such as arranging service ambassadors to assist commuters in using the dedicated Octopus readers to collect subsidy and register their monthly/day passes during early stage of implementation, setting up and operating dedicated customer service hotline for the Scheme, etc.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)217****(Question Serial No. 2439)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Referring to the ferry operation matter, would the Government inform this Committee:

- (a) the daily patronage of the major in-harbour ferry routes for Kowloon East in the past three years;
- (b) whether the Government will consider introducing route with distinguishing feature of the above-mentioned in-harbour ferry routes for enhancing tourism and patronage. If yes, what are the details? If no, what are the reasons?

Asked by: Hon WONG Kwok-kin (Member Question No. (LegCo use): 16)Reply:

- (a) Currently, there are three in-harbour licensed passenger ferry routes serving Kowloon East. The average daily patronage of these ferry routes in 2015, 2016 and 2017 is tabulated below:

Ferry Route	2015	2016	2017
Kwun Tong (via Kai Tak) - North Point	1 410	1 450	1 360
Kwun Tong - Sai Wan Ho	720	820	920
Sam Ka Tsuen - Sai Wan Ho	470	460	520

- (b) The Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, availability of berthing facilities and financial viability, etc. For tour service, it is exempted under the Ferry Services Ordinance (Cap. 104) and is not regulated by the TD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)218****(Question Serial No. 1345)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Since 2017, the Transport Department (TD) has been assisting the Transport and Housing Bureau in conducting a review on parking policy and standards, and has been conducting the "Study on Parking for Commercial Vehicles". Please advise on:

1. the TD's current definition of commercial vehicles (CVs);
2. the numbers of parking spaces, their utilisation rates, as well as the prescribed numbers of parking spaces according to the Hong Kong Planning Standards and Guidelines in the 18 districts in the past five years, with breakdown by district and vehicle type; and
3. whether any consultant will be engaged for conducting the "Study on Parking for Commercial Vehicles"; and if yes, the estimated expenditures for engaging consultant(s) in the coming five years.

Year	Name of consultant	Scope of study	Expenditure for consultancy service
2018-2019			
2019-2020			
2020-2021			
2021-2022			
2022-2023			

Asked by: Hon YEUNG Alvin (Member Question No. (LegCo use): 51)Reply:

1. While there is no definition for CVs under the Road Traffic Ordinance, the TD generally refers to CVs as vehicles used in business operations, including taxis, light goods vehicles, medium/heavy goods vehicles, buses and light buses.
2. The number of parking spaces over the past five years, by district and vehicle type is as follows:

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2018</i>					
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Island	15 565	779	226	520	17 090
TOTAL	669 201	43 063	4 700	33 759	750 723
<i>As at February 2017</i>					
Central & Western	38 837	1 221	89	1 362	41 509
Wan Chai	34 995	142	116	1 018	36 271
Eastern	48 583	2 197	390	2 504	53 674
Southern	38 815	1 203	279	1 810	42 107
Yau Tsim Mong	32 992	2 430	266	2 007	37 695
Sham Shui Po	28 519	3 217	472	1 800	34 008
Kowloon City	48 115	1 668	834	1 750	52 367
Wong Tai Sin	21 102	1 291	136	2 211	24 740
Kwun Tong	45 568	4 181	353	3 779	53 881
Tsuen Wan	34 981	1 919	396	1 230	38 526
Tuen Mun	39 891	2 529	175	1 614	44 209
Yuen Long	39 590	1 998	328	1 554	43 470
North	21 468	1 835	79	778	24 160
Tai Po	28 279	1 319	141	955	30 694
Sai Kung	38 720	1 567	373	2 746	43 406
Sha Tin	70 346	2 726	214	2 768	76 054
Kwai Tsing	35 452	10 585	321	2 614	48 972
Island	16 479	829	226	516	18 050
TOTAL	662 732	42 857	5 188	33 016	743 793

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2016</i>					
Central & Western	37 778	1 238	77	1 301	40 394
Wan Chai	35 057	139	118	1 024	36 338
Eastern	47 690	2 164	385	2 407	52 646
Southern	37 794	1 063	287	1 765	40 909
Yau Tsim Mong	31 665	2 473	257	1 943	36 338
Sham Shui Po	28 585	3 031	427	1 646	33 689
Kowloon City	45 613	1 676	975	1 554	49 818
Wong Tai Sin	20 822	1 312	151	2 125	24 410
Kwun Tong	45 112	4 482	352	3 611	53 557
Tsuen Wan	34 590	1 852	396	1 152	37 990
Tuen Mun	39 376	2 506	169	1 543	43 594
Yuen Long	38 206	1 852	353	1 475	41 886
North	20 846	1 737	74	754	23 411
Tai Po	28 072	1 329	160	927	30 488
Sai Kung	35 772	1 511	395	2 516	40 194
Sha Tin	70 033	2 697	233	2 669	75 632
Kwai Tsing	34 413	10 039	342	2 493	47 287
Island	15 188	852	101	415	16 556
TOTAL	646 612	41 953	5 252	31 320	725 137
<i>As at February 2015</i>					
Central & Western	37 641	1 220	67	1 278	40 206
Wan Chai	34 793	132	118	1 006	36 049
Eastern	47 763	2 174	326	2 409	52 672
Southern	37 824	1 019	257	1 758	40 858
Yau Tsim Mong	31 131	2 534	257	1 867	35 789
Sham Shui Po	28 514	3 512	491	1 581	34 098
Kowloon City	46 042	1 953	907	1 591	50 493
Wong Tai Sin	20 758	1 348	169	2 057	24 332
Kwun Tong	45 354	4 696	377	3 530	53 957
Tsuen Wan	33 332	1 846	374	1 107	36 659
Tuen Mun	39 131	2 475	177	1 523	43 306
Yuen Long	38 198	1 930	353	1 457	41 938
North	20 622	1 772	74	711	23 179
Tai Po	27 100	1 426	205	879	29 610
Sai Kung	34 979	1 414	598	2 453	39 444
Sha Tin	69 610	2 793	251	2 588	75 242
Kwai Tsing	34 469	10 380	260	2 455	47 564
Island	15 063	857	101	411	16 432
TOTAL	642 324	43 481	5 362	30 661	721 828

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
<i>As at February 2014</i>					
Central & Western	37 620	1 220	67	1 260	40 167
Wan Chai	34 890	131	118	989	36 128
Eastern	47 816	2 181	326	2 407	52 730
Southern	37 983	1 012	251	1 815	41 061
Yau Tsim Mong	31 778	2 462	280	1 989	36 509
Sham Shui Po	27 917	3 506	491	1 947	33 861
Kowloon City	45 292	1 785	804	1 551	49 432
Wong Tai Sin	20 775	1 378	169	2 141	24 463
Kwun Tong	44 923	4 538	377	3 443	53 281
Tsuen Wan	33 456	1 934	388	1 070	36 848
Tuen Mun	38 880	2 470	177	1 485	43 012
Yuen Long	37 932	1 920	339	1 501	41 692
North	20 661	1 749	74	703	23 187
Tai Po	26 368	1 420	205	821	28 814
Sai Kung	34 773	1 436	597	2 438	39 244
Sha Tin	69 142	2 795	251	2 514	74 702
Kwai Tsing	34 193	10 206	260	2 328	46 987
Island	14 519	939	113	376	15 947
TOTAL	638 918	43 082	5 287	30 778	718 065

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

The TD does not have records on the numbers of parking spaces of each development provided according to the Hong Kong Planning Standards and Guidelines and has not conducted surveys on the usage of all car parks in Hong Kong. For government multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces [@]	Average utilization rate [^]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%

Car Park	No. of Parking Spaces [@]	Average utilization rate [^]		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

- The TD commenced a consultancy study on parking for CVs (covering goods vehicles, public and private light buses, private buses and non-franchised buses) in December 2017 for completion in 2019. The relevant details and estimated expenditure for the study are:

Year	Consultants	Study scope	Consultancy fee
2018-19	AECOM Asia Company Ltd.	To assess the CV parking demand by districts and formulate short to long term measures to address the demand	\$2.52 million
2019-20			\$1.0 million

- End -

CONTROLLING OFFICER'S REPLY**THB(T)219****(Question Serial No. 1744)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the information on additional parking spaces in 2017-18 with breakdown by commercial vehicle (CV) type (including container vehicle, heavy goods vehicle, public light bus, nanny van and taxi) and location and number of parking spaces. In 2018-19, what is the Transport Department (TD)'s work plan for increasing the number of the above CV parking spaces and the estimated expenditure involved for such work?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 4)Reply:

In 2017-18, the provision of additional parking spaces for various types of vehicles by district is as follows:

District	Provision of additional parking spaces				
	Private Car / Taxi / Van-type Light Goods Vehicle	Light Goods Vehicle	Medium / Heavy Goods Vehicle	Container Vehicle	Coach/Bus/ Light Bus
Central & Western	116	-	-	-	-
Eastern	177	-	-	-	109
Southern	68	-	-	-	-
Wan Chai	270	-	-	-	-
Kowloon City	932	5	-	-	-
Kwun Tong	725	18	-	-	-
Sham Shui Po	617	7	-	-	-
Wong Tai Sin	76	3	-	-	-
Yau Tsim Mong	170	-	-	-	-
Island	567	4	-	-	11
Kwai Tsing	272	47	101	121	15
North	59	11	3	-	1
Sai Kung	1 175	-	11	-	1

District	Provision of additional parking spaces				
	Private Car / Taxi / Van-type Light Goods Vehicle	Light Goods Vehicle	Medium / Heavy Goods Vehicle	Container Vehicle	Coach/Bus/ Light Bus
Sha Tin	550	13	-	-	5
Tai Po	136	1	-	-	-
Tsuen Wan	5	-	-	-	-
Tuen Mun	763	-	-	-	-
Yuen Long	1 183	19	5	1	9
Total	7 861	128	120	122	151

The Government has been actively pursuing a number of measures to increase parking spaces in particular for CVs. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

The consultancy fee of the study on parking for CVs is about \$4 million. Increasing the provision for parking is an ongoing task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)220

(Question Serial No. 1751)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) is conducting a study on parking for commercial vehicles (CV). Does the TD need to deploy additional resources and manpower to conduct the study?

Besides, the study only covers light, medium and heavy goods vehicles, coaches and non-franchised buses, but excludes taxis, light buses, container vehicles and trailers in which they do not all operate round-the-clock. Whilst taxis and public light buses should reasonably be allowed to be parked at their stands, they are prosecuted for illegal parking. If taxis are required to park at privately operated car parks, taxi drivers can hardly afford the monthly parking fees amounting to several thousand dollars given the income level of taxi drivers. The increase in maximum seating capacity of public light buses means the increase in vehicle length, causing difficulty to look for parking spaces. Parking spaces for container vehicles and trailers are in tight supply, as many of the short-term tenancy car parks have been taken back for housing developments. Will the Government reconsider including these CVs in the study? If yes, what are the details? If no, what measures will be taken by the Government to address the parking demands of these CVs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 11)

Reply:

The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019 at a consultancy fee of about \$4 million. The study is managed by the existing staff of the TD, and there are no additional resources involved.

The study will examine the parking demand of CVs including goods vehicles, public and private light buses, private buses and non-franchised buses. Taxis and container vehicles are not included in the study. Taxis generally operate on the road round-the-clock and their parking demand is mainly for short duration and can be met by parking spaces for private cars. As regards container vehicles, the majority of them are parked at port back-up land or brownfield sites in the New Territories. Notwithstanding that, the TD will closely monitor any change in their parking demand and study the issue in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)221****(Question Serial No. 1752)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the pilot renovation project to enhance the design and facilities of a covered public transport interchange (PTI), please inform this Committee on:

- (1) the latest progress of the concerned project and the items for renovation;
- (2) the details of the PTI renovation project including the location of the covered PTI to be renovated, scope of the renovation, timetable and expenditures in 2018-19; and
- (3) on the other hand, the progress and estimated spending on the provision of toilet facilities and improvement of ventilation systems inside PTIs in 2017-18.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 12)

Reply:

The Transport Department (TD) will carry out a pilot renovation project for enhancing an existing PTI with a view to providing passengers with a more comfortable waiting environment. The TD, supported by the Architectural Services Department, has identified Ma On Shan Town Centre Public Transport Terminus as the pilot site, and is actively taking forward the preparation works. The pilot project would include the provision of air-conditioned passenger waiting halls and passenger's facilities (such as toilets, Wi-Fi services, electronic passenger information display panels and passenger seats at waiting areas, etc.), as well as replacement of lighting. Upon completion of the pilot project, we will consider renovating more covered PTIs in the light of the project outcome and passengers' feedback.

The TD plans to consult the Sha Tin District Council on the design of the renovation works in the second quarter of 2018. The construction works is targeted to commence in early 2019 for completion by end 2020. The estimated total expenditure of the project is about \$29 million, and the estimated spending in 2018-19 is about \$2 million.

Regarding the provision of toilet facilities, we are making it a standard provision in newly-constructed PTIs during the planning stage. There is no breakdown of the financial provision involved. As for ventilation of covered PTIs managed by the Government, the Electrical and Mechanical Services Department conducts regular inspections and

maintenance on ventilation of various covered PTIs. In 2017-18, improvement works to the ventilation systems at nine PTIs were carried out with a total expenditure of about \$5.3 million. The works mainly involved installation of oscillation fans as well as replacement of ventilation fans and associated electrical installations of ventilation system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)222

(Question Serial No. 1753)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017-18, the Transport Department (TD) will carry out renovation works to enhance the design and facilities of existing ferry piers on a pilot project basis. What are the details of the project (including the location of the ferry pier to be renovated, scope of renovation and commencement and completion dates of renovation) and its progress? What is the works plan for the renovation works and the estimated expenditure involved in 2018-19?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 13)

Reply:

The TD will carry out renovation projects for enhancing ferry piers with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by Architectural Services Department, has identified Yung Shue Wan Ferry Pier as the pilot project, having considered factors such as the conditions and utilisation rates of the pier, as well as the design and technical feasibility. The scope of the pilot project would include provision of passengers' facilities such as additional toilet facilities, new baby care room with facilities for breastfeeding, more seats as well as other interior refurbishment and better lighting facilities.

The TD plans to consult the Islands District Council on the design of the renovation works in the second quarter of 2018. The project is targeted to commence in early 2019 for completion in end 2020. The estimated total expenditure of this minor works project is around \$29 million, and the spending in 2018-19 is about \$2 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)223****(Question Serial No. 1754)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In light of the shortfall in parking spaces over recent years, in particular those for commercial vehicles (CVs), please provide the latest information on identifying on-street overnight parking spaces and the latest progress in providing additional on-street overnight parking spaces in 2017-18 with breakdown by vehicle type, location and number of parking spaces. Please also provide the details of the work plan for providing additional overnight parking spaces in 2018-19, as well as the manpower and expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 14)Reply:

Since 2015-16, the Transport Department (TD) has identified and proposed a total of 457 on-street overnight CV parking spaces. As at February 2018, the status of these proposed parking spaces is as follows:

Status	Number of spaces
(a) Completed	137
(b) Shelved due to local objections	117
(c) Local consultation/resolution of objection in progress	168
(d) Pending completion of related works	35
Total	457

In 2017-18, a total of 49 CV on-street overnight parking spaces were provided, with details below:

District	Location	Vehicle type	Number of parking spaces
North	Choi Yuen Road On Fuk Street Yip Wo Street	Goods Vehicles	7

District	Location	Vehicle type	Number of parking spaces
Sha Tin	On Kwan Street Yuen Wo Road	Goods Vehicles/Buses	8
Kwai Tsing	Tsing Sheung Road Tsing Yi Hong Wan Road Ta Chuen Ping Street Tam Kon Shan Road Ka Hing Road	Goods Vehicles	30
Islands	Yu Tung Road	Goods Vehicles	4
Total			49

In 2018-19, the TD will continue to identify more on-street spaces for night time parking where traffic condition permits. The work involved is undertaken by the existing staff of the TD. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)224****(Question Serial No. 1755)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

To enhance the efficiency of the Licensing Offices, the Transport Department (TD) has implemented a number of measures including encouraging the use of application methods other than counter service (i.e. by drop box, post and online application) as well as appointment booking service, etc. Please inform this Committee of:

1. In the past three years, the number of members of public who applied for licences through the above methods;
2. In the past three years, the daily average number of licensing applications processed by the Licensing Offices;
3. Since the creation of 50 time-limited posts, the improvement in the number of licensing applications processed and the waiting time for counter services; and
4. In 2018-19, the TD will continue to conduct process re-engineering of licensing services to improve efficiency and customer service. What are the details and estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 15)Reply:

1. The numbers of licensing applications processed through non-counter means in the past three years between 2015 and 2017 are tabulated below:

Year	2015	2016	2017
Vehicle-related licensing applications			
Drop box	503	528	638
Postal	21 511	21 886	22 903
Online application	23 500	20 661	19 425
Driver-related licensing applications			
Drop box	3 323	3 238	14 459
Postal	53 156	46 511	101 420
Online application	16 401	15 317	74 479

As the appointment booking service is to facilitate booking of the time slot for making application at counters, relevant processing statistics are subsumed under the statistics of counter processing. There is no separate statistics on the numbers of applications processed at counters by way of prior booking.

2. In the past three years between 2015 and 2017, the daily average number of licence applications processed by the TD submitted through non-counter and counter means, is set out as below:

Daily average number of applications processed by the TD	2015	2016	2017
Vehicle-related licensing applications	6 433	6 308	6 526
Driver-related licensing application	4 324	4 441	5 571
Total daily average number of applications processed by the TD	10 757	10 749	12 097

3. To cope with the upsurge in applications for renewal of full driving licences, 50 time-limited posts have been created in the TD's Licensing Offices in phases since 2017 to strengthen the manpower for processing counter and non-counter applications. Dedicated counters have also been set up to expedite the processing of renewal of full driving licences for applicants submitting not more than two renewal applications. In 2017, 99% of the full driving licence renewal cases processed in the counters at the TD's Licensing Offices were completed within 70 minutes and 100% of those cases submitted via non-counter means were completed within 10 working days according to the TD's performance target. The number of applications for renewal of full driving licences processed by the TD increased from around 67 000 in 2016 to around 290 000 in 2017.
4. In order to cope with the increasing demand for counter service at the Licensing Offices, the TD will continue to implement process re-engineering measures, such as strengthening publicity to encourage the use of application methods other than counter service and promoting the use of the appointment booking service, with a view to enhancing the service capacity of the Licensing Offices without expanding the office space. We will also keep in view the ongoing development of a digital personal identification authentication platform to provide an electronic identity for all Hong Kong residents allowing them to use a single digital identity and authentication to conduct government and commercial transactions online as announced in the 2017 Policy Address, with a view to further enhancing the efficiency and user-friendliness of the TD's online application arrangements.

As process re-engineering work is an ongoing process undertaken by the existing staff of the TD as part of their normal duties, there is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)225****(Question Serial No. 1756)**

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Licensing of Vehicles and Drivers
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)
Director of Bureau: Secretary for Transport and Housing

Question:

On the work pertaining to processing of vehicle and driving licences by the Transport Department (TD), please provide the reason(s) for the TD to refuse to issue the vehicle and driving licences of various types, and the associated numbers of refusal in the past three years. Moreover, in the light of the numbers of vehicle licences cancelled by the TD, please provide the numbers of vehicle licences cancelled for illegal carriage of passengers for hire or reward without a valid hire car permit in the past three years.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 16)

Reply:

In 2015, 2016 and 2017, the numbers of vehicle licences cancelled or suspended by the TD were about 990, 730 and 840 respectively^(Note). The main reasons for cancellation or suspension of vehicle licences were vehicles failing to comply with construction, maintenance or emission standards, as well as vehicles involved in illegal carriage of passengers for hire or reward without a valid hire car permit.

In 2015, 2016 and 2017, the numbers of driving licences cancelled or suspended by the TD were about 5 900, 6 100 and 6 600 respectively^(Note). The reasons for cancellation or suspension of driving licences were mainly because the driving licence holders were disqualified from holding or obtaining driving licences on conviction of traffic offences or on having incurred 15 or more driving offence points; as well as because of physical fitness problems.

Under Section 52 of the Road Traffic Ordinance (Cap. 374), if a person is convicted of an offence concerning illegal carriage of passengers for hire or reward without a valid hire car permit, the Commissioner for Transport may suspend the vehicle licence for a period of three months for the first offence and six months for subsequent offence in respect of the same vehicle. From 2015 to 2017, the TD suspended a total of 36 licences of motor vehicles due to conviction of such offences.

Note: The figures do not include applications for vehicle or driving licences which were rejected due to various reasons. For example, applicants' failure to meet the application criteria, vehicles owned by a company with a winding-up order made by the Court, applicants with outstanding fixed penalty, etc. As these applications, together with all supporting documents, would be returned to the applicants, the TD does not maintain statistics on the above rejected applications.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)226

(Question Serial No. 1757)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding hire car permits (HCPs), please inform this Committee of the following:

1. What were the numbers of applications for different types of HCPs received by the Transport Department (TD) in 2017 and how many of them were successfully approved?
2. As the use of vehicles without HCPs for carrying passengers for reward will render their third party risks insurance void, the TD, in order to protect passengers and other road users, launched the Online Checking System for HCP last year. What is the estimated expenditure involved in maintaining the system?
3. What is the utilisation of the Online Checking System for HCP since its launch (including the number of users, the number of vehicles checked to be without HCPs and the number of vehicles checked to have HCPs)?
4. Will the TD step up publicity of the Online Checking System for HCP to enable more members of the public to be aware of the system? If yes, what are the details, including the estimated expenditure involved? If no, what are the reasons?
5. As for the vehicles without HCPs which are engaged in illegal carriage of passengers for reward, what further measures will be taken by the TD to enhance the identification of such vehicles to prevent members of the public from inadvertently riding on vehicles without HCPs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 17)

Reply:

1. The numbers of new applications (i.e. excluding permit renewal) received and approved for different types of HCPs by the TD in 2017 are as follows:

	Number of new applications received	Number of approved applications ^{Note}
Hotel service hire car	8	9
Tour service hire car	18	13
Private service (limousine) hire car	34	43
Private service (limousine - cross boundary) hire car	2	1

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

2. The Online Checking System for HCP is developed on the existing online platform for licensing services offered by the TD for which the total recurrent maintenance cost is \$2.6 million in 2017-18. No separate breakdown in cost is available for the Online Checking system.
3. Since the launch of the Online Checking System on 29 May 2017 up to 31 December 2017, the number of access counts is 7 552. The Online Checking System does not log the outcome of each enquiry. We are therefore unable to provide the number of vehicles with or without HCPs upon online checking.
4. The TD has been publicising the Online Checking System through a number of channels, including the GovHK, the one-stop portal of the HKSAR Government as well as the TD website. The TD will also review the publicity efforts in due course with a view to promoting the System to more members of the public (such as by means of the TD's mobile applications). The estimated expenditure will be absorbed by existing resources.
5. The TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid HCPs. HCP holders are required to display the HCP on the left-hand side of the vehicle's windscreen and in such a manner that the permit is clearly visible from the front of the vehicle for easy inspection. Since the end of 2015, the size of an HCP has been increased by almost ten per cent (i.e. with a size of 13 cm x 14 cm), and the words “出租汽車許可證 Hire Car Permit” are displayed in large red print so that the public can identify authorised hire cars easily.

In addition, the TD has been making vigorous publicity efforts through various channels, including broadcasting announcements on radio, displaying samples of HCPs on the department's website, and putting up posters in public places. These efforts serve to further enhance the awareness of the public that when they use hire car service, they should ensure that the private car concerned is issued with a valid HCP, as well as to educate them on the means to identify such vehicle. Members of the public who intend to use hire car service should enquire with the service operator or make use of the above-mentioned Online Checking System to ascertain whether an HCP has been issued in respect of the private car concerned before the journey starts.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)227****(Question Serial No. 1758)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The provision for 2018-19 is \$42.4 million (10.9%) higher than the revised estimate for 2017-18 mainly due to a net increase of 41 posts in 2018-19. Please provide the details of the ranks, duties and salaries of these additional posts.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 18)Reply:

There will be a net increase of 41 non-directorate posts in 2018-19 as a result of the creation of 55 posts (including permanent and time-limited posts) to be offset by the deletion of 14 time-limited posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To take forward specific initiatives			
To cope with the increasing workload relating to licensing, enforcement and prosecution matters upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project.	Senior Transport Officer	1	989,100
	Transport Officer II	1	464,100
	Executive Officer I	1	734,040
	Executive Officer II	3	1,458,180
	Senior Transport Inspector	1	486,060
	Clerical Officer	4	1,684,080
	Assistant Clerical Officer	5	1,312,800
	Clerical Assistant	10	2,049,600

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To cope with the increasing workload relating to vehicle examination and driving test matters, including Driving Improvement Course cases	Motor Vehicle Examiner II	3	2,009,700
	Driving Examiner I	1	557,340
	Assistant Clerical Officer	2	525,120
	Clerical Assistant	1	204,960
To enhance support for the implementation of the Ex-gratia Payment Scheme for phasing out pre-Euro IV diesel commercial vehicles	Clerical Officer	1	421,020
	Assistant Clerical Officer	1	262,560
	Motor Vehicle Examiner I	1	862,920
	Motor Vehicle Examiner II	1	669,900
	Vehicle Tester	3	836,100
To enhance support for licensing and administrative work relating to implementation of the First Registration Tax and processing of Hire Car Permits	Executive Officer II	2	972,120
	Clerical Officer	1	421,020
	Assistant Clerical Officer	4	1,050,240
To handle the increasing workload relating to enforcement actions on unauthorised operation of vehicles in the Central-Wan Chai Bypass Tunnel and the Island Eastern Corridor Link	Transport Officer I	1	734,040
	Assistant Clerical Officer	1	262,560
To handle workload relating to the relocation of Vehicle Examination Centres	Senior Electrical & Mechanical Engineer	1	1,389,540
	Electrical & Mechanical Engineer/ Assistant Electrical & Mechanical Engineer	1	749,010

Duties	Rank	Number of Post	Annual Staff Cost (\$)
To assist in the legislative amendment exercise on reviewing the eligibility requirements for applications of commercial vehicle driving licences, and continue with the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers	Executive Officer I	1	734,040
	Driving Examiner I	1	557,340
	Assistant Clerical Officer	1	262,560
To replace non-civil service contract position			
To provide support to handle the permit applications for cross-boundary vehicles	Clerical Officer	1	421,020
Total:		55	23,081,070

- End -

CONTROLLING OFFICER'S REPLY

THB(T)228

(Question Serial No. 1759)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) once indicated that the utilisation of existing driving test centres (DTCs) and test routes have almost reached saturation. As regards the search for suitable lands for setting up DTCs or mobile DTCs, will the Government inform this Committee of the latest progress, including the commissioning dates of any new DTCs or mobile DTCs, the manpower involved and the estimated expenditure?

Before the availability of new DTCs or mobile DTCs, will the TD increase the number of driving examiners (DEs) in order to satisfy the public demand for driving tests? What is the progress of the DE recruitment exercise? With the additional DEs, how many additional road tests can be handled a day?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 19)

Reply:

At present, there are a total of 17 DTCs across Hong Kong Island, Kowloon, and the New Territories. The TD has searched for sites for setting up DTCs or mobile DTCs, but no additional suitable site could be located for use in 2017. The TD will continue its effort on this front. The work in this respect is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Although no new DTC will be available in the near future, the TD has implemented various measures in recent years to enhance the service level of driving tests. Major ones include enhancing the Repeater Early Test Appointment Booking Service system to better utilise vacant test slots available from cancellation or postponement of driving tests and allocating additional resources to recruit short term DEs under the Post-Retirement Service Contract Scheme as a temporary stop-gap measure.

The number of permanent establishment of DE posts in the TD has increased from 62 in 2016-17 to 69 in 2017-18, and it will further increase to 76 from 2019-20 onwards. Of these 14 additional permanent posts, 11 have been approved to serve as long term replacement of the time-limited DE posts to be lapsed on 1 April 2019, and three will be

created as additional permanent DE posts for meeting new demand relating to driving services. With the increased permanent establishment of DEs, the TD would have a more stable workforce to maintain an output of around 170 000 driving tests per annum.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)229****(Question Serial No. 1760)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

How many driving licences have been issued by the Transport Department (TD) for public light bus, taxi, public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle and special purpose vehicle in 2017-18? In view of the shortage of commercial vehicle drivers, will the TD consider conducting surveys on the supply and demand of commercial vehicle drivers, the proportion of related driving licence holders joining the trade and the reasons for those not joining, so as to formulate measures to relieve shortage of commercial vehicle drivers? If yes, when will the survey commence; if no, what are the reasons. What measures will the government take to relieve the shortage, what are the associated budget and expected effectiveness?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 20)Reply:

The numbers of new full driving licences in respect of the following classes of vehicles issued by the TD in 2017-18 (up to February 2018) are tabulated as follows:

Vehicle class	Total number of new full driving licences issued in 2017-18 (up to February 2018)
Public light bus	1 206
Taxi	3 160
Public bus	2 385
Medium goods vehicle	2 358
Heavy goods vehicle	1 129
Articulated vehicle	431
Special purpose vehicle	829

Franchised bus operators are required under the franchise to submit reports on their driver establishment and strength on a regular basis. For green minibus (GMB) operators, the TD sends questionnaire surveys to GMB operators to gather information on their driver establishment and strength when considered necessary. The last survey was conducted in

2017 and the TD will conduct another one in the first half of 2018. For other commercial vehicles such as taxi, red minibus, non-franchised bus and goods vehicle, the TD gathers views from the relevant transport trades on the demand and supply situations of drivers through the TD's regular trade meetings and day-to-day communication with the trades.

To help increase the potential new work force to join the commercial vehicle driver profession, the Government proposes to relax the present eligibility requirement to apply for a full driving licence to drive commercial vehicles. It is an existing requirement that a person shall be eligible for a full driving licence to drive commercial vehicles only if he/she has held a valid driving licence to drive a private car/light goods vehicle for three years. The Government is working on the legislative amendment exercise to relax the requirement from three years to one year. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

The TD is also assisting the transport trades to recruit drivers where possible. For example, in order to facilitate the franchised bus companies and public light bus operators to recruit drivers, the TD has liaised with the Labour Department (LD) to organise franchised bus drivers joint recruitment day in different districts and to assist public light bus operators in participating in job fairs organised by the LD. The TD will continue to work with the LD to organise similar recruitment activities. Besides, the TD will continue to work with the Correctional Services Department and the ethnic minority organisations to attract new recruits for GMB drivers from different backgrounds.

The TD also encourages franchised bus companies and GMB operators to consider implementing other measures, including enhancing their remuneration package, staff welfare and working environment, etc. with a view to attracting new drivers to join the franchised bus and GMB industry.

The above work is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)230****(Question Serial No. 1761)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

What were the taxi written test passing rates of first-attempt candidates and repeaters in the past three years? It is learnt that the passing rate is now in general lower than 40%. Has the Government studied the reason(s) for the low passing rate? If yes, what are the details? If no, what are the reasons? As regards the arrangement for taxi written tests, what is the estimated expenditure in 2018-19?

Under the technological development nowadays, navigation systems are widely used. Taxi drivers may make use of mobile apps to search for the best travelling route. As such, those questions about the street names and the whereabouts of locations that would be asked in the taxi written test have become untimely. Will the Transport Department (TD) consider reviewing the existing content of the taxi written test, and getting it to focus on driving attitude, road safety knowledge as well as taxi regulations, such that it can match with the importance of enhancement of road safety awareness? If yes, when will the review be conducted? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use):21)Reply:

The passing rates of taxi written tests in the past three years are as follows:

Calendar year	Number of taxi written tests	Passing rate
2015	8 988	36%
2016	9 260	37%
2017	9 115	38%

The TD does not have statistics on breakdowns of the above passing rates in respect of first-attempt applicants and repeaters. The estimated staff costs in 2018-19 for the Written Test Unit of the TD, which is responsible for providing services relating to written tests for all types of driving licences (including those for taxi, private car, light goods vehicle and motorcycle) is \$2.46 million. There is no separate breakdown on costs solely for providing

taxi written tests.

As an authority to issue driving licences, the TD has to ensure that a driver is issued with a full driving licence to drive a particular class of vehicle only if he/she is fully qualified and competent to do so. According to the Road Traffic (Driving Licences) Regulations (Cap. 374B), a candidate of a taxi written test shall be able to demonstrate that he/she is conversant with the regulations relating to the use of taxis; and identify prominent places and the most appropriate routes between specified locations. To abide by this statutory requirement, the existing taxi written test covers three major areas, i.e. traffic regulations and safe driving, taxi service-related regulations and location knowledge. This is to ensure that candidates who pass the taxi written test can take up the professional driving duties and provide competent and quality taxi service. There are various reasons that may affect the candidates' performance in taxi written test, such as whether or not candidates have sufficient preparation for the taxi written test, and thus the passing rate. The passing rate has been stable over the past ten years with an average passing rate of 35% which is comparable with the results of other commercial vehicle driving tests. In this respect, the TD is providing all candidates with reference materials including the "Guide to Taxi Written Test" in order to help them get prepared for the test.

While navigation applications are widely used by drivers and could serve as a device for facilitating path finding, taxi passengers expect professional taxi drivers to have good knowledge of prominent landmarks and appropriate routes between specified locations, and drivers to offer advice on alternative routes to suit the specific needs of passengers. Thus, location knowledge should remain a part of the taxi written test.

It is an existing requirement that a person shall be eligible for a full driving licence to drive commercial vehicles (including taxis) only if he/she has held a valid driving licence to drive a private car/light goods vehicle for three years. The Government is working on the legislative amendment exercise to relax the requirement from three years to one year. As part of the proposed relaxation measures and to ensure that the driver would acquire the necessary training for providing quality taxi services, we will introduce a requirement for prospective candidates to attend and complete a pre-service training course before they are issued with a taxi driving licence. The key areas to be covered by the course include knowledge of taxi equipment, facilities and operation, taxi-service related legislation, taxi driver conduct, customer services and complaint handling, communications and emotion management, as well as occupational safety and health. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)231

(Question Serial No. 1762)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee on the number of applications for cancellation of GMB routes received by the Transport Department (TD) in 2017, the route details and the reasons for the cancellation. Please also provide the route details of the four new GMB routes to be introduced in 2018, the estimated timetable of the tender exercise, as well as the estimated expenditure involved.

It is said that the TD has been making slow progress in introducing new GMB routes in recent years, making it impossible for red minibuses (RMBs) to be converted to GMBs. With a view to expediting the conversion of RMBs (which are not regulated by the Government) to GMBs (which are regulated by the Government), will the Government, having regard to its original intention, consider formulating a scoring policy to allow RMBs which have already been operating on fixed stops and fixed routes to be converted to GMBs as soon as possible provided that they meet the operational requirements of the Government? If yes, what are the details? If no, what measures will be taken by the Government to expedite the conversion of RMBs to GMBs?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 22)

Reply:

In 2017, the TD received applications from GMB operators for cancellation of 16 routes which involved six packages, mainly due to low passenger demand and poor financial performance after the commissioning of new railways. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routing and vehicle re-deployment, with a view to improving service efficiency and financial viability. Of the 16 routes, the operators of the following eight routes still decided to cease operation after discussions, and the TD subsequently cancelled these routes:

Package	GMB route	Origin - Destination
1	Hong Kong Island (HKI) 36	Ap Lei Chau (Ping Lan Street) - Wan Chai (Stewart Road)
	HKI 36A	Ap Lei Chau (Ping Lan Street) - Wan Chai (Stewart Road)
	HKI 38	Aberdeen (Sai On Street) - Lei Tung Estate (Circular)
	HKI 36X	Ap Lei Chau (Ping Lan Street) - Causeway Bay (Lee Garden Road) (Circular)
	HKI 36S	Ap Lei Chau Praya Road - Causeway Bay (Lee Garden Road) (Circular)
	HKI 37A	Ap Lei Chau (Ping Lan Street) - Lei Tung Estate/Ap Lei Chau Estate (Circular)
2	HKI 40M	Ocean Park Station - Stanley
3	Kowloon 26M	To Kwa Wan (Chi Kiang Street) - Whampoa Station

The TD planned to introduce four new GMB routes in 2018, with details as follows:

- (a) Park YOHO Transport Terminus - Kam Sheung Road Station Public Transport Interchange;
- (b) Tseung Kwan O Station - Ocean Wings (Circular);
- (c) Tiu Keng Leng Station - Alto Residences (Circular); and
- (d) Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port Hong Kong Public Transport Interchange - Tung Chung North (Circular).

The above four GMB routes were included in the 2017 GMB Operators Selection Exercise, which was completed in end 2017. The first three routes serving Yuen Long and Tseung Kwan O are scheduled for operation in the first half of 2018. The operation of the route plying between Tung Chung and HZMB will tie in with the commissioning of the HZMB.

The work involved in the introduction of new GMB routes is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for the work involved.

It is the Government's established policy to encourage the conversion of RMBs to GMBs for the sake of ensuring service quality level and achieving effective monitoring. The TD has been introducing new route packages suitable for GMB operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc., and inviting operators (including RMB operators) to apply for running these routes through open invitation. The applications will be assessed by the Green Minibus Operators Selection Board in accordance with a set of selection criteria and prescribed marking scheme. To encourage RMBs to convert to GMBs, applicants who are new entrants to the GMB trade (including the existing operators operating RMB services only) will be given full marks under the assessment item of "whether the applicant is a new entrant to the GMB trade". The percentage of this item, which originally accounted for 10% of the total score, was raised to 15% starting from 2004. At the same time, the Government has been encouraging the existing GMB operators to purchase RMB vehicles on the market so as to enlarge their fleet size for improvement of services. With the above

measures in place, the number of GMB vehicles has progressively increased in the past three years from 3 204 at end 2015 to 3 281 at end 2017. The TD will continue to communicate with the public light bus trade to explore further feasible measures to encourage or facilitate the conversion of RMBs to GMBs.

As regards the proposal to directly convert existing RMBs running on so-called “fixed stops and fixed routes” to GMBs, this needs to be carefully considered. By their nature, RMBs have a flexible mode of operation in terms of routeings, fares, vehicle allocations and timetables, and there is a considerable degree of complexity in trying to identify the fixed routes run by the RMBs and the ownership of the routes concerned. Any proposal to directly convert RMBs to GMBs may also raise concerns from the fair competition angle.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)232

(Question Serial No. 1763)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On the study and implementation of measures to enhance road safety through legislation, publicity and use of technology, what is the latest progress of the relevant measures; what are the plans for the relevant measures in 2018-19; on whether restriction on the number of smartphones used by a motorist should be imposed, the Transport Department (TD) mentioned last year that the Government was considering in detail the impact on motorists and other road users, as well as matters relating to regulation, enforcement and other aspects, what is the progress and when will it be completed, and what is the cost involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 23)

Reply:

The TD continues to examine and implement measures to enhance road safety through legislation, publicity and use of technology.

On legislation, the TD has completed drafting of the updated Road Users' Code in accordance with section 109 of the Road Traffic Ordinance (Cap 374) and consulted the Legislative Council Panel on Transport in March 2018. The review of the legislation relating to brakes and occupant protection having regard to the development of automotive technology is on-going.

On publicity, the TD continues to collaborate closely with the Road Safety Council and the Hong Kong Police Force in launching publicity and educational activities to enhance safety awareness of road users. For example, we launched in late 2017 a publicity campaign on television and radio to appeal to drivers to be attentive to road works during driving.

On the use of technology, the TD continues to apply suitable technologies to facilitate traffic management and enhance road safety. For example, the TD has launched a new function "Road Works Information" in the "Hong Kong eRouting" and "eTraffic News" mobile applications to inform motorists in advance of the planned lane closures in high speed roads due to road maintenance works.

On the question of whether further restriction should be imposed on the use of mobile telephones (including smartphones) by motorists, the Government is examining its impact on motorists and other road users as well as matters relating to regulation, enforcement and other aspects. We will consult different stakeholders and Legislative Council once there are specific proposals. The work involved is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of the cost involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)233

(Question Serial No. 1764)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will continue to study the installation of smart devices at signalised pedestrian crossings to extend pedestrian green time for the elderly and the disabled. What are the details and cost estimate of the work?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 24)

Reply:

Starting from January 2018, the TD has launched a trial scheme to install smart devices at four signalised pedestrian crossings to extend the pedestrian flashing green signals time for the elderly and the disabled. The smart devices were installed in five more pedestrian crossings in March 2018. When pedestrians use their Octopus Cards^{Note} to tap the smart device installed on the traffic signal post, the pedestrian flashing green signals time will be automatically extended so as to give pedestrians more time for crossing the road. The cost of the trial scheme is about \$4.9 million.

Note: The extension of pedestrian green signals time is valid for holders of the elder Octopus Card and holders of personalised Octopus Card with "Persons with Disabilities Status" only. The use of their Octopus Cards is free of charge.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)234

(Question Serial No. 1766)

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-Recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the latest progress of Item 898 Consultancy study on the co-ordination of other public transport services with Shatin to Central Link (SCL) under Subhead 700 General non-recurrent? What is the estimated expenditure for such item in 2018-19?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 26)

Reply:

The SCL consists of two sections, viz. Tai Wai to Hung Hom section and Hung Hom to Admiralty section. The Transport Department (TD) has commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the public transport service re-organisation plans (PT plan). The PT plan will include proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the study outcome. The part on the Hung Hom to Admiralty section will be completed by the first quarter of 2019. The TD will allow sufficient time for consultation before its commencement of operation by 2021.

The consultancy study is conducted at a fee of about \$6.4 million and about \$1.6 million is estimated to be incurred in 2018-19. The consultation exercises will be conducted by TD staff as part of their normal duties; there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)235

(Question Serial No. 1767)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will commence stakeholder consultation on public transport service re-organisation plans (PT plan) in connection with the commissioning of the Shatin to Central Link (SCL). Please provide details of the PT plans and the organisations proposed to be consulted. Will any public transport associations such as taxi, red and green minibuses, franchised bus and non-franchised bus associations be consulted in the process? What are the timetable of and estimated resources involved in the consultation exercise?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 27)

Reply:

The SCL consists of two sections, viz. Tai Wai to Hung Hom section and Hung Hom to Admiralty section. The TD has commissioned a consultancy study on the co-ordination of other public transport services with SCL to assess the impact of SCL and to devise the PT plan. The PT plan will include proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network.

The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators (including franchised and non-franchised buses, green and red minibuses and taxis) on the study outcome. The part on the Hung Hom to Admiralty section will be completed by the first quarter of 2019. The TD will allow sufficient time for consultation before its commencement of operation by 2021.

The consultancy study is conducted at a fee of about \$6.4 million and about \$1.6 million is estimated to be incurred in 2018-19. The consultation exercises will be conducted by TD staff as part of their normal duties; there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)236

(Question Serial No. 1768)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will conduct a review study on the operating conditions of public light buses (PLBs) after the increase in the maximum seating capacity. What are the details of the work and the estimated expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 28)

Reply:

The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. The TD will launch a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. Under the review, comprehensive surveys (including surveys on-board, at termini and en-route stops) will be conducted for all the green and red minibus services.

The estimated expenditure for the review is around \$9 million. As for the work involved in monitoring the review, it will be undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)237

(Question Serial No. 1769)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will assist the Transport and Housing Bureau in the legislative amendment exercise for the implementation of franchised taxis. What is the progress of such work? Regarding enhancing taxi service quality, what are the work programme and timetable of the TD and the estimated expenditure involved?

With a view to promoting more efficient transport services provided by taxis and other public transport modes, will the Government consider following overseas practice to designate “public transport lanes” on busy road sections? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 29)

Reply:

The Government will introduce franchised taxis service with online hailing features to meet the changing demand in the community and in the light of consultation with the Legislative Council Panel on Transport. The Government is preparing the legislative work with a target to introduce the Bill into the Legislative Council in the latter half of 2018.

As regards the measures to enhance the service quality of ordinary taxis, the TD revamped and established a new Committee on Taxi Service Quality (CTSQ) in January 2018. Chaired by the Commissioner for Transport, the CTSQ serves as a multi-party platform to discuss strategies and measures to drive changes to enhance the service quality of the existing some 18 000 taxis under the current taxi licensing system. The measures will include updating the set of service standards and guidelines for taxi drivers, reviewing the existing sanctions for various taxi malpractices to increase the deterrent effect, enhancing the training courses for taxi drivers to improve their customer service skills, and introducing measures to improve the operational efficiency and quality of taxi services through the use of technology, etc. It is expected that measures will be progressively implemented in phases starting from the second half of 2018. The work related to the CTSQ is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

The Government has been designating bus-only lanes since buses are the most efficient road-based public transport mass carriers with the highest carrying capacity. The Government has also been designating taxi pick-up/drop-off points and relaxing some no-stopping restrictions for use by taxis and green minibuses to facilitate their operations and enhance their service quality where the traffic situations permit. At present, the Government does not have any plan to introduce “public transport lanes” for taxis and other public transport modes because the feasibility and effectiveness of “public transport lanes” in busy corridors are generally constrained by the availability of road space and the traffic impact on other road users.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)238****(Question Serial No. 1770)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will continue to update and enhance the transport model for planning purposes. What are the work plan and estimated expenditure involved? It has been 20 years since the Third Comprehensive Transport Study (CTS) which was conducted in 1998. Although a study on enhancement of the model was commissioned in 2005, its planning horizon was set only up to 2016. With a growing and ageing population, more frequent people flow between Hong Kong and the Mainland, more extensive new town development, technological development leading to the emergence of different kinds of e-hailing applications, and the introduction of the Public Transport Fare Subsidy Scheme by the Government, the overall transport landscape has been changed. To map out a transport model to better cater for the future environment, will the Government consider conducting the Fourth CTS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 30)

Reply:

Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the TD has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes. The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the “Railway Development Strategy 2014” to map out a blueprint for railway development up to 2031 and the “Public Transport Strategy Study” to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the “Strategic Studies on Railways and Major Roads beyond 2030” to examine the transport infrastructure required to satisfy future traffic demand beyond 2030. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)239

(Question Serial No. 1775)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortfall of parking spaces, will the Government inform this Committee of the following:

- (a) What short, medium and long-term measures will be taken by the Government to address the provision of parking spaces?
- (b) What is the expenditure for item (a)?
- (c) Will the sites which are yet to be zoned for development be selected for use as temporary car parks? If yes, what are the locations of the preliminarily selected sites, the numbers of parking spaces to be provided and planning details?
- (d) Regarding the consultancy study on parking for commercial vehicles (CVs), what are the progress and estimated expenditure of the study?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 35)

Reply:

- (a) The Government has been actively pursuing a number of measures to increase parking spaces. These measures include:
 - (i) designating suitable on-street locations as night-time parking spaces;
 - (ii) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
 - (iii) providing public car parks in suitable new government, institution and community facilities;
 - (iv) allowing parking of school buses inside school premises after school hours;
 - (v) providing additional parking spaces and picking up/setting down facilities for coaches;
 - (vi) taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in 2019, to assess the parking demand of CVs by district and to formulate short to long term measures to address the demand; and

(vii) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

(b)&(d)

The consultancy fee of the study on parking for CVs is about \$4 million, and the study is in satisfactory progress. Increasing parking provisions is an ongoing task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of expenditure for such work.

(c) The TD maintains close liaison with the Lands Department (LandsD) to identify suitable Government sites, which are yet to be allocated for development, for use as temporary car parks under short term tenancy (STT) arrangement. In this regard, the LandsD draws up plan for STT sites to be tendered in the near future. As at 8 March 2018, the number of STTs for public car parks to be tendered between March and August 2018 is as follows:

Location	STT car parks	Parking spaces*
Eastern	1	35
Kwun Tong	1	43
North District	1	251
Sai Kung	2	188
Shatin	1	48
Tai Po	1	58
Kwai Tsing	4	858
Total	11	1 481

* Estimated figures only, subject to the terms and conditions of the STT agreement.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)240

(Question Serial No. 5893)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the specific co-ordination and co-operation work plans on air traffic control and flight procedures for airports in the Pearl River Delta (PRD) region in 2018-19? Has the Government estimated what benefits the relevant co-ordination work will bring to the air traffic movements of the Hong Kong International Airport (HKIA)? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Kenneth (Member Question No. (LegCo use): 2.18)

Reply:

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the Three-Runway System (3RS) as well as expansion plans of neighbouring airports in the PRD region. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, the establishment of peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

In May 2016, the Air Traffic Management Bureau (ATMB) of the CAAC, the CAD and the CAAM signed an agreement on establishing a strengthened liaison mechanism to enhance co-operation and exchange. Under the mechanism, senior management of the Mainland, Hong Kong and Macao meet regularly at the biannual high-level meetings which are hosted by the three sides on a rotational basis to further strengthen tripartite co-operation.

Through this tripartite co-ordination mechanism, the Mainland, Hong Kong and Macao will

continue to promote synergy and foster co-operation, take forward the airspace enhancement measures and implement the Plan progressively in a gradual and orderly manner, so as to achieve the healthy and orderly development of the airports in the PRD region, and enable the 3RS of the HKIA to maximise its potential to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long run.

As a further step in setting objectives for the future development of air navigation services and airspace in the region, the Director-General of Civil Aviation and the Director-General of the ATMB of CAAC signed a joint statement on supporting the sustainable development of air navigation services and airspace in the PRD region in May 2017. In the statement, it is stated that in accordance with the National 13th Five-Year Plan's goal to construct a cluster of world-class airports in the PRD, both sides will make the utmost effort to help take forward the expansion plans for the five major airports in the region and to enable the 3RS at the HKIA to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long term; and that seizing the opportunities of the development plan for a city cluster in the Guangdong-Hong Kong-Macao Bay Area, both sides will define the respective functions and positioning of each airport in the region in accordance with their unique nature and strength, thereby enhancing the transport competitiveness for the whole PRD region.

Furthermore, the CAD, the ATMB of CAAC and the CAAM entered into a Memorandum of Co-operation in July 2017 to further enhance the efficiency of air traffic management in the PRD region. Under the Memorandum of Co-operation, it is agreed to jointly (a) enhance the regular and emergency exchange and co-ordination mechanism on air traffic flow management to enhance operational efficiency of flights; (b) promote automated work processes on flight co-ordination; and (c) initiate modelling and simulation of the airspace and air traffic in the Guangdong-Hong Kong-Macao Bay Area by using advanced technology to provide reliable, precise and detailed analysis for planning and formulating air traffic management procedures and measures. The CAAC also agreed to accord priority to flights to and from the airports in Hong Kong and Macao in terms of air traffic flow management.

During 2018-19, the CAD will continue to follow up the above work plan with ATMB and CAAM in respect of PRD airspace optimisation, airspace capacity enhancement and improvement in air traffic flow management in accordance with the framework of the Memorandum of Co-operation. These initiatives would help achieve the ultimate target runway capacity of 102 air traffic movements per hour under the 3RS operation at the HKIA, and achieve greater synergy in the Bay Area airspace and create an airport economic belt with international influence.

The three governments have announced from time to time the progress made in the successful phased implementation of short to medium term initiatives set out in the Plan. Press releases issued by the CAD in respect of the discussions and progress of the high-level meetings have been uploaded to the CAD website (<http://www.cad.gov.hk/english/home.html>). The CAD will continue to keep the public informed of the progress made on optimising airspace management of the PRD region.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)241

(Question Serial No. 6092)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

In view of the global development trend of major airports, an increasing number of commercial flights will change to satellite-based accurate navigation in the approach/departure procedures. However, the Civil Aviation Department (CAD) has yet to take proactive actions to apply this technology and develop more flight paths for aircraft approach or departure in limited airspace. Will the Government inform this Committee of the following:

- (1) For the work to refine air traffic operating procedures and improve air traffic control and air navigation facilities, what will be the provision earmarked in the Budget this year?
- (2) Though the Airport Authority has plans to include controllers responsible for “surface control” in its establishment, there has been a great shortage of air traffic control officers. Will the Government inform this Committee whether the CAD will improve the pay package of air traffic control officers or expand the training schemes for local air traffic control officers so as to retain talents; and of the average remuneration of local air traffic control officers in the past three years?
- (3) The time-keeping performance of airlines and other aircraft operators is affected by limitations posed by the existing aircraft stands. Will the Government inform this Committee of the provision in the Budget this year earmarked for the CAD to monitor the time-keeping performance; and whether the existing air traffic control system has been able to automatically perform the monitoring and statistical work so that no additional provision has to be earmarked in the Budget?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 110)

Reply:

- (1) The CAD utilised satellite-based navigation technology and implemented the first set of satellite-based flight procedures at the Hong Kong International Airport (HKIA) in 2006, in line with the roadmap promulgated by the International Civil Aviation Organization with regard to the use of new air navigation technologies. Since then,

the CAD has taken heed of the latest satellite-based navigation capability and progressively optimised the design of flight paths and flight procedures, which resulted in enhancement to flight safety and operational efficiency. Currently, satellite-based flight procedures, including approach and departure procedures, are implemented at the HKIA, which is the world's busiest cargo airport and the third busiest international passenger airport.

In 2018-19, the CAD will continue to implement a number of enhancement measures to improve air traffic management efficiency, including the refinement of air traffic operating procedures to enhance flight safety and air-route capacity of the Hong Kong Flight Information Region (HKFIR).

The above work is undertaken by existing staff of the CAD as part of their normal duties under Programme (3), and there are no additional expenses involved.

Regarding improvement of air navigation facilities, the CAD continues to implement the latest satellite-based technology in enhancing flight tracking capabilities and flight safety. An estimated expenditure of \$0.35 million will be incurred in 2018-19. The CAD will continue its effort to bring in the latest technology gradually through a replacement plan for the existing air navigation facilities, including off-airport communications, navigation and surveillance system.

- (2) The CAD regularly reviews the manpower of air traffic controllers in order to cope with the growth in air traffic at the HKIA as well as within the HKFIR. There are currently 90 Air Traffic Control Officers III (ATCOs III) and Student Air Traffic Control Officers (SATCOs) [training ranks in the Air Traffic Control Officer (ATCO) grade] in the CAD establishment. The majority of ATCO IIIs and SATCOs are undergoing various stages of specialised training for taking up air traffic control duties. To fill anticipated vacancies as a result of retirement in the ATCO grade and to cope with the anticipated growth in air traffic, the CAD plans to recruit 42 ATCO IIIs/SATCOs in 2018-19.

The annual salaries in term of notional annual mid-point salary for the ATCO grade at different ranks in the past three years are:

Rank	2015-16 (\$)	2016-17 (\$)	2017-18 (\$)
ATCO I	1,309,080	1,363,920	1,389,540
ATCO II	1,013,760	1,056,240	1,076,100
ATCO III/SATCO	441,300	461,970	475,560

The remuneration of the ATCO grade officers is subject to the review arrangement of the civil service mechanism.

- (3) The on-time-performance of airline operations is subject to a number of factors, such as weather, serviceability of aircraft and airlines' ad hoc service changes.

The existing software of the CAD is capable of producing the on-time-performance statistical data of airline operations.

Monitoring of the time-keeping performance of airlines and other aircraft operators is undertaken by the existing CAD staff as part of their normal duties under Programme (5). There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)242****(Question Serial No. 5863)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise on the respective percentages of delays caused by non-weather reasons out of all departing flights over the past five years? (Please list by reason.)

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 55)Reply:

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, mechanical failure of aircraft and airlines' ad hoc service changes. The Civil Aviation Department (CAD) does not have a breakdown on the causes of flight delays. The total numbers of passenger departure flights delayed by more than 15 minutes at the Hong Kong International Airport in the past five years are shown in the table below:

Year	Total number of passenger departure flights	Year-on-year percentage change of total number of passenger departure flights	Number of passenger flights delayed by more than 15 minutes on departure ^{Note}	Percentage against the total number of passenger departure flights ^{Note}
2013-14	155 723	+4.8%	48 274	31%
2014-15	166 441	+6.9%	56 590	34%
2015-16	172 735	+3.8%	65 228	38%
2016-17	173 816	+0.6%	50 649	29%
2017-18 (Up to 31 January 2018)	149 475	---	53 720	36%

Note:

A departure flight is regarded as delayed when its actual departure time at the parking stand is 15 minutes later than the time of the slot allocated by the CAD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)243****(Question Serial No. 6061)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Air Traffic Engineering ServicesControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

The Civil Aviation Department (CAD) is responsible for monitoring the performance and operations of the new Air Traffic Control (ATC) system. In this connection, will the Government inform this Committee of the following:

- (1) The CAD will enhance the performance of the new ATC system in 2018-19. What are the details of the enhancement work? Why is it necessary to carry out enhancement? What are the objectives to be achieved? What is the expected completion time of the work? How much money has been earmarked for carrying out such work?
- (2) There were media reports earlier that the technical issues of the new ATC system were deteriorating, including slow system operation, frozen screens, software applications not responding to mouse and keyboard commands, and failures in immediate flight data updating, etc. Will the Government provide details on various technical incidents experienced by the new ATC system since it commenced operation, including the type and number of incidents, using the table below?

Technical incident	Number of occurrences per year					
	2013	2014	2015	2016	2017	2018
Workstations not responding to mouse or keyboard commands						
Displays of target flights frozen on screens						
Slow screen responses						
Slow operation at workstations						
Slow flight data updating						

Mouse operation failed in some screen areas						
Workstations responded to mouse commands very slowly						

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 419)

Reply:

The new ATC system is implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered several teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. The ATMS had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five tropical severe storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the HKIA recovered from the impact of Super Typhoon HATO. The ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the ATMS increased by 7.6% as compared with 2016, affirming the performance of the ATMS and front-line air traffic controllers.

The CAD has all along been keeping the public informed of the operation of the ATMS in an open and transparent manner, including the occasional teething problems during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings)¹. Since the full commissioning of the ATMS on 14 November 2016, there were seven cases of individual screen/keyboard/mouse not being responsive to commands. During the occurrences, all flight targets and data were shown on the screen. Aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during period with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. The CAD continues to carry out regular housekeeping procedures of the ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations

¹ For details, please refer to the CAD's website: http://www.cad.gov.hk/english/pressrelease_2017.html

of the system contractor as well as the experience gained from actual operation. The CAD does not have a complete statistic of individual screen/keyboard/mouse not being responsive to commands from 2013-2016.

An expert panel comprising local and overseas experts, set up by the CAD, has evaluated the above cases of individual screen/keyboard/mouse not being responsive to commands and confirmed that these cases did not undermine aviation safety. The expert panel noted that with the proactive measures, the number of reports of individual screen/keyboard/mouse not being responsive to commands had been kept to a relatively low level considering CAD's sizeable ATC operation. The expert panel remarked that the overall performance of the ATMS was satisfactory and smooth after a run-in period. The expert panel also considered that the performance of the ATMS has exceeded international requirements. For details, please refer to the expert panel's final report (www.cad.gov.hk/english/reports.html).

The CAD will continue to closely monitor the performance of the ATMS and optimise the system to enhance its functions in order to cope with increasing air traffic in the future. During the process, the CAD will spare no effort to maintain the highest level of aviation safety and uphold the status and reputation of Hong Kong as a regional aviation hub.

In the light of the challenges brought about by fast growing air traffic, particularly with the expansion of the HKIA, the ATC system has to be optimised and enhanced when circumstances warrant – for instance, to meet the latest requirements of the International Civil Aviation Organization, to enhance efficiency by introducing new features progressively according to operational necessity, and to support the long-term air traffic control manpower plan. The expert panel recommended the CAD to closely monitor developments and fine-tune and/or upgrade the ATMS on an on-going basis in maintaining the capability and resilience of the ATMS on a sustained basis. The CAD will keep reviewing the situation and seek the required funding in accordance with established mechanism for the optimisation and enhancement work as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)244

(Question Serial No. 6062)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) of the estimates, the Civil Aviation Department (CAD) pointed out that the Government would co-ordinate with neighbouring Area Control Centres to optimise the airspace of the Pearl River Delta (PRD) region in 2018-19. In this connection, will the Government advise this Committee on:

1. whether the CAD has discussed with the civil aviation authorities of the Mainland on the rationalisation and optimisation of the airspace design of the PRD region and the airspace issue of the Three-runway System (3RS) in the past three years; the annual number and actual achievements of the discussions; and the staffing provision involved;
2. the actual details of the Government's plan on optimising the airspace in the coming year; and the objectives to be achieved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 420)

Reply:

- (1) The Civil Aviation Administration of China (CAAC), the CAD and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the 3RS as well as expansion plans of neighbouring airports in the PRD region. Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, the establishment of peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc.

In May 2016, the Air Traffic Management Bureau (ATMB) of the CAAC, the CAD and the CAAM signed an agreement on establishing a strengthened liaison mechanism

to enhance co-operation and exchange. Under the mechanism, senior management of the Mainland, Hong Kong and Macao meet regularly at the biannual high-level meetings which are hosted by the three sides on a rotational basis to further strengthen tripartite co-operation.

Through this tripartite co-ordination mechanism, the Mainland, Hong Kong and Macao will continue to promote synergy and foster co-operation, take forward the airspace enhancement measures and implement the Plan progressively in a gradual and orderly manner, so as to achieve the healthy and orderly development of the airports in the PRD region, and enable the 3RS of the Hong Kong International Airport (HKIA) to maximise its potential to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long run.

Over the past three years, the three sides held a total of 23 meetings at different levels. A breakdown by year is as follows:

2015-16: Nine meetings

2016-17: Six meetings

2017-18: Eight meetings (as at 15 March 2018)

As a further step in setting objectives for the future development of air navigation services and airspace in the region, the Director-General of Civil Aviation and the Director-General of the ATMB of CAAC signed a joint statement on supporting the sustainable development of air navigation services and airspace in the PRD region in May 2017. In the statement, it is stated that in accordance with the National 13th Five-Year Plan's goal to construct a cluster of world-class airports in the PRD, both sides will make the utmost effort to help take forward the expansion plans for the five major airports in the region and to enable the 3RS at the HKIA to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long term; and that seizing the opportunities of the development plan for a city cluster in the Guangdong-Hong Kong-Macao Bay Area, both sides will define the respective functions and positioning of each airport in the region in accordance with their unique nature and strength, thereby enhancing the transport competitiveness for the whole PRD region.

Furthermore, the CAD, the ATMB of CAAC and the CAAM entered into a Memorandum of Co-operation in July 2017 to further enhance the efficiency of air traffic management in the PRD region. Under the Memorandum of Co-operation, it is agreed to jointly (a) enhance the regular and emergency exchange and co-ordination mechanism on air traffic flow management to enhance operational efficiency of flights; (b) promote automated work processes on flight co-ordination; and (c) initiate modelling and simulation of the airspace and air traffic in the Guangdong-Hong Kong-Macao Bay Area by using advanced technology to provide reliable, precise and detailed analysis for planning and formulating air traffic management procedures and measures. The CAAC also agreed to accord priority to flights to and from the airports in Hong Kong and Macao in terms of air traffic flow management.

The above co-ordination work is undertaken by existing CAD staff as part of their normal duties under Programme (3). No additional expenses are involved.

- (2) During 2018-19, the CAD will continue to follow up the above work plan with ATMB and CAAM in respect of PRD airspace optimisation, airspace capacity enhancement and improvement in air traffic flow management in accordance with the framework of the Memorandum of Co-operation. These initiatives would help achieve the ultimate target runway capacity of 102 air traffic movements per hour under the 3RS operation at the HKIA, achieve greater synergy in the Bay Area airspace and create an airport economic belt with international influence.

The three governments have announced from time to time the progress made in the successful phased implementation of short to medium term initiatives set out in the Plan. Press releases issued by the CAD in respect of the discussions and progress of the high-level meetings have been uploaded to the CAD website (<http://www.cad.gov.hk/english/home.html>). The CAD will continue to keep the public informed of the progress made on optimising airspace management of the PRD region.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)245****(Question Serial No. 6064)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Flight StandardsControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned in Programme (1) that the Civil Aviation Department (CAD) is responsible for monitoring compliance with the mandatory occurrence reporting scheme. In this connection, will the Government advise this Committee on:

1. the numbers of incidents which had been reported under the mandatory occurrence reporting scheme over the past three years; whether any delays or economic loss had been caused by these incidents; and
2. the manpower of the CAD involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 422)Reply:

1. The numbers of reports received under the mandatory occurrence reporting scheme over the past three years are tabulated below:

Year	Number of reports
2015	842
2016	810 [^]
2017	779 [*]

[^] The figure of 2016 has been revised as the grading of several incidents was adjusted based on the seriousness and nature of the incidents further to investigation by the CAD.

^{*} The figure of 2017 is subject to change upon completion of investigation of all incidents reported under the mandatory occurrence reporting scheme by the CAD.

The main purpose of the mandatory occurrence reporting scheme is to monitor the cases and data involving aviation safety so as to improve the level of flight safety. The CAD does not collect the statistics on flight delays or economic loss through the mandatory occurrence reporting scheme.

2. The mandatory occurrence reporting scheme is coordinated and managed by two designated officers (one Senior Operations Officer and one Operations Officer) of the Flight Standards Office of the CAD. Depending on the nature of the incident, the report will be referred to the respective division for follow-up.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)246****(Question Serial No. 6065)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Radar technology is adopted in both the new and old Air Traffic Management Systems (ATMS). However, as flight signals have disappeared on radar screens on a number of occasions since the commissioning of the new ATMS, the Civil Aviation Department (CAD) stated that the satellite-based "Automatic Dependent Surveillance-Broadcast" (ADS-B) would be fully implemented in the new ATMS in late 2017. Will the Government advise this Committee on:

- (1) whether the satellite-based ADS-B has been fully implemented in the new ATMS. If yes, what are the details? If no, what are the reasons?
- (2) the operating expenses, staff establishment and salary expenditure for adopting the satellite-based ADS-B as compared to those for adopting radar technology?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 423)

Reply:

The new ATMS, which was put into full operation on 14 November 2016, had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five severe tropical storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the Hong Kong International Airport recovered from the impact of Super Typhoon HATO. The new ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the new ATMS increased by 7.6% as compared with 2016, affirming the performance of the new ATMS and front-line air traffic controllers.

It should be noted that some teething issues encountered by the new ATMS occasionally were caused by the limitations of radar surveillance technology (e.g. aircraft positions temporarily not displayed on the radar screens, split tracks and false targets). Specifically, the limitations of radar technology refer to radar signal interference by external factors and/or moving obstacles or terrain, occasional problems of aircraft transponders, etc, affecting the

display of aircraft positions on the radar screens. Any ATMS, regardless of the brand, would encounter this situation. This phenomenon is not unique to the new ATMS and is also observed in ATMS elsewhere and in the old ATMS of the CAD. To overcome the limitations of sole dependence on radar surveillance technology, the International Civil Aviation Organization advocates the implementation of the satellite-based ADS-B technology in all member states/regions, concurrently with radar surveillance technology. The CAD had successfully fully integrated ADS-B technology into the new ATMS, which enhances the surveillance of the aircraft. As a result, the average number of split tracks, false targets and aircraft positions temporarily not being displayed decreased from 3.4, 8.6 and 1.9 times per week during the initial operation of the new ATMS from November 2016 to March 2017 to 0, 1.6 and 0.2 times per week respectively between December 2017 and February 2018. The CAD plans to further extend the application of ADS-B to cover the entire Hong Kong Flight Information Region in 2018-19. The CAD will continue its efforts to closely monitor the overall ADS-B performance.

In 2018-19, the total expenditure for the operation and maintenance of air traffic surveillance systems by the CAD is estimated to be around \$32.1 million, of which about \$27.5 million and \$4.6 million will be for radar systems and ADS-B systems respectively. Both ADS-B systems and radar systems are operated by existing CAD staff as part of their normal duties under Programme (4). No additional staff establishment or salary expenditure is involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)247****(Question Serial No. 6067)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the manpower for air traffic control, please inform this Committee of:

- (a) the number of staff involved in the work under this Programme in the past three years; please set out in tabular form the types of employment, ranks and expenditure involved;
- (b) the statistics on overtime work of these officers by types of employment and ranks in the past three years (please set out the total number of hours per year and the average number of hours per week); and the additional expenditures involved.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 425)Reply:

- (1) Regarding the staff under Programme (3) of the Civil Aviation Department (CAD), they are employed on civil service terms. The respective number of staff and the salary costs involved by grade in the past three years are tabulated below:

	2015-16		2016-17		2017-18	
	No. of Staff	Salary cost (\$million)	No. of Staff	Salary cost (\$million)	No. of Staff	Salary cost (\$million)
Air Traffic Control Officer Grade	276	214.8	277	223.0	293	227.1
Air Traffic Flight Services Officer Grade	110	45.8	110	47.5	112	48.1

Aeronautical Communications Officer Grade	65	27.7	65	28.7	65	28.9
Operations Officer Grade	8	6.7	8	6.9	8	7.0
Total:	459	295.0	460	306.1	478	311.1

The above table covers the information on staff performing air traffic management duties under Programme (3). Administrative and other staff including those performing supervisory or support functions under Programme (3) are excluded.

- (2) The rostered working hours of staff responsible for the provision of air traffic control service vary according to the specific nature of their duties. Since the CAD provides 24-hour air traffic control service, air traffic control staff are required to work shifts. Their working hours vary from month to month depending on the air traffic operational needs. Working relatively longer hours at a given month may not necessarily be equivalent to overtime work in terms of rostering arrangement. The CAD will compensate any extra hours of work outside the conditioned hours of work by time-off in lieu. Therefore, no additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)248****(Question Serial No. 6068)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Simon LI)Director of Bureau: Secretary for Transport and HousingQuestion:

The Civil Aviation Department (CAD) will create 80 non-directorate posts and 2 directorate posts in 2018-19. Please set out the post titles and job nature of these newly created posts.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 426)Reply:

The creation of 82 civil service posts by the CAD aims to (i) cope with continuous growth in air traffic and provide support to the Three-runway System (3RS) Project which is being implemented by the Airport Authority; (ii) cope with increasing workload and ad hoc projects in relation to the rapid development of the aviation industry arising from, specifically, increase in inspections of flights and aircraft airworthiness and air services and safety management; and (iii) enhance support to the International Civil Aviation Organization (ICAO) initiatives such as implementing aviation safety initiatives and providing technical assistance to other ICAO Member States in aspects of personnel training, regulatory approvals and safety oversight system, etc., with a view to raising Hong Kong's profile at ICAO and the international arena.

The duties, rank, nature and number of civil service directorate and non-directorate posts are as follows:

Duties	Rank	Nature	Number of Posts
To cope with growth in air traffic and provide support to the 3RS Project	Chief Air Traffic Control Officer (directorates post)	Time-limited (7 years)	1
	Chief Air Traffic Control Officer (directorates post)	Permanent	1
Total number of directorate posts:			2

Duties	Rank	Nature	Number of Posts
To cope with growth in air traffic and provide support to the 3RS Project	Air Traffic Control Officer I	Permanent	2
	Air Traffic Control Officer II	Permanent	1
	Air Traffic Control Officer III/Student Air Traffic Control Officer	Permanent	10
	Air Traffic Control Officer III/Student Air Traffic Control Officer	Time-limited (8 years)	10
	Air Traffic Flight Services Officer I	Permanent	10
	Air Traffic Flight Services Officer II/Air Traffic Flight Services Officer III	Permanent	2
	Senior Operations Officer	Permanent	1
	Operations Officer	Permanent	4
	Assistant Operations Officer	Permanent	6
	Senior Electronics Engineer	Permanent	2
	Electronics Engineer/Assistant Electronics Engineer	Permanent	6
	Electronics Engineer/Assistant Electronics Engineer	Time-limited (7 years)	2
	Senior Electrical and Mechanical Engineer	Time-limited (7 years)	1

Duties	Rank	Nature	Number of Posts
	Building Services Inspector	Time-limited (7 years)	1
	Senior Executive Officer	Permanent	1
	Executive Officer I	Permanent	2
	Executive Officer II	Permanent	1
	Principal Information Officer	Permanent	1
To cope with increasing workload and ad hoc projects in relation to the expansion of aviation industry	Senior Operations Officer	Permanent	2
	Operations Officer	Permanent	4
	Assistant Operations Officer	Permanent	3
	Executive Officer I	Permanent	1
	Clerical Officer	Permanent	2
	Assistant Clerical Officer	Permanent	1
To enhance support to ICAO initiatives with a view to raising Hong Kong's profile at ICAO	Senior Operations Officer	Permanent	1
	Electronics Engineer/Assistant Electronics Engineer	Permanent	1
	Operations Officer	Permanent	1
	Air Traffic Control Officer II	Permanent	1
Total number of non-directorate posts:			80

- End -

CONTROLLING OFFICER'S REPLY

THB(T)249

(Question Serial No. 6141)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) is responsible for “overseeing the enhancement and maintenance of Air Traffic Control (ATC) facilities”. Regarding the maintenance of the new Air Traffic Management System (ATMS),

- If contractor services are required for system maintenance, debugging or updating (including hardware and software), etc., what are the contract conditions and the formulae for calculating the required payments?
- Further to the first question, do the contracts contain any conditions on calculating the payments based on the number of services provided? If yes, what are the details? Do the conditions specify the number of services covered and the payments for subsequent services, and what are the details?
- Further to the second question, what are the respective figures on used and unused services?
- Did the Government procure additional services in the past? If yes, what were the time of procurement, types of services procured, number of services available and expenditure involved?
- What were the respective numbers of services provided by the contractors and the relevant expenditure since the full commissioning of the ATC system?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 322)

Reply:

The new ATC system is implemented in two phases through eight major system contracts, including the commissioning of a new ATMS which was put into full operation on 14 November 2016. The work of phase 1 mainly involves the implementation and commissioning of the new ATC system (including the ATMS) while that of phase 2 involves the installation of the new ATC system in the old Air Traffic Control Centre (ATCC) and Control Tower as a back-up ATCC. The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the entire new ATC system project.

Since the full commissioning of the new ATC system, despite the fact that the ATMS encountered several teething issues which neither affected aviation safety nor posed any substantial impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. The ATMS had successfully handled the increased traffic during the traditional busy travel periods of Christmas, New Year, Lunar New Year, Easter, and summer holidays. Weather-wise, there had been an unusually high number of occurrences of significant weather (including five severe tropical storms and severe/super typhoons) in the past year in Hong Kong. Notwithstanding, a record high figure of 2 341 total movements was recorded over a 24-hour period on 24 August 2017 as the HKIA recovered from the impact of Super Typhoon HATO. The ATMS had successfully handled the peak air traffic flow and overcome the challenges brought by adverse weather. In 2017, the total number of aircraft movements handled by the ATMS increased by 7.6% as compared with 2016, affirming the performance of the ATMS and front-line air traffic controllers.

The hardware and software maintenance of the ATMS consists of two levels, i.e. day-to-day/frontline maintenance, and faults/deficiencies identification and rectification. The scope of contracts and the provision of hardware and software maintenance services are specified in the relevant contracts. These services are time-based and cover all the follow-up work needed on a continuous basis.

The maintenance of the ATMS is part of the regular work of the CAD and, as such, do not entail additional civil service staff costs. The total maintenance costs for the ATMS (Phase 1) in 2017-18 and 2018-19 are \$16.94 million (actual) and \$18 million (projected) respectively. Software updates relating to faults/deficiencies identification and rectification are included in the services covered by the contract within the software warranty period without additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)250

(Question Serial No. 6332)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the works projects under construction under this Programme, please advise this Committee of the works progress of the Tseung Kwan O – Lam Tin Tunnel as at March 2018 and its anticipated completion date;

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 33)

Reply:

Following the approval of the funding application by the Finance Committee of the Legislative Council, construction of Tseung Kwan O – Lam Tin Tunnel commenced in 2016. Site formation and tunnelling works are in progress. It is anticipated that the project will be completed in 2021.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)251

(Question Serial No. 6349)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee the progress of the following main works projects under planning and design in 2018-19 and whether the contracts involved can be completed within this financial year:

- 1) Trunk Road T2;
- 2) Cross Bay Link, Tseung Kwan O.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 86)

Reply:

1) The Civil Engineering and Development Department (CEDD) will continue to carry out the detailed design of Trunk Road T2 in 2018-19. Upon completion of the detailed design, the Transport and Housing Bureau and CEDD will seek funding approval from the Legislative Council in a timely manner for the construction of the project in accordance with the established procedures for public works projects.

2) The detailed design of Cross Bay Link at Tseung Kwan O was substantially completed. Subject to funding approval of the Finance Committee of the Legislative Council in this legislative year, CEDD plans to commence the construction works in the second half of 2018 for completion in around 2022.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)252

(Question Serial No. 3639)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the staff establishment, full year salary expenditure and operational expenditure for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Project Management Office (HKPMO) of the Highways Department (HyD) in 2018-19?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 78)

Reply:

There will be a staff establishment of 128 (as at 31 March 2019) under the HZMB HKPMO¹ of the HyD. The operating expenses of the office, including staff salaries, will be about \$111 million in 2018-19.

The above staff establishment includes three proposed supernumerary directorate posts and the proposed redeployment of one permanent directorate post. The HyD proposes to retain two supernumerary directorate posts up to the end of 2019, as well as retain one supernumerary directorate post and extend the redeployment of one permanent directorate post, both up to the end of 2020. The proposal was supported by the Establishment Subcommittee of the Finance Committee (FC) and has been submitted to the FC for approval.

- End -

¹ As the works of HZMB Hong Kong Boundary Crossing Facilities and Hong Kong Link Road in 2018 will gradually decrease, the HyD will rename the HZMB HKPMO to Major Works Project Management Office (Special Duties) to reflect the duties of the office.

CONTROLLING OFFICER'S REPLY

THB(T)253

(Question Serial No. 5659)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What are the works progress, expenditure and manpower involved and the date of completion of the reclamation works for the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the entire HZMB project?
- (2) What are the works progress, expenditure and manpower involved, and the date of completion of the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) southern landfall? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole TM-CLKL project?
- (3) What are the works progress, expenditure and manpower involved, and the dates of completion regarding the works for the Tuen Mun Western Bypass (TMWB)? In 2018-19, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the TMWB? What are the respective expenditure and manpower involved, and the anticipated dates of completion?
- (4) How effective are the bus-bus interchanges (BBIs) on Tuen Mun Road since their commissioning? What are the expenditure and manpower involved in the BBIs on Tuen Mun Road in 2018-19? Does the Government have any plan to construct BBIs on other roads, and what are the details and expenditure involved?
- (5) Please provide details of the investigation for the widening of Castle Peak Road – Castle Peak Bay. What is the anticipated commencement date of the construction works? Over the past five years, did the Government carry out public consultations in the areas affected? What were the details and expenditure involved? Will the Government continue to carry out public consultations in the areas affected in 2018-19? What are the details and estimated expenditure?
- (6) What is the works progress for the reconstruction and improvement of Tuen Mun Road? What are the expenditure and number of staff involved and the anticipated date of completion for the aforesaid project in 2018-19?

- (7) Over the past five years, what were the details of the items completed, the actual expenditures incurred and the number of staff involved in the provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme? What are the details of the items to be commenced under the UA Programme in 2018-19? What are the actual project expenditures and the number of staff involved?

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 190)

Reply:

(1) - (3)

Reclamation for the HKBCF had been completed. The structural works of the Passenger Clearance Building in the HKBCF were completed in 2017. All ancillary buildings in the vehicle clearance plaza have been topped out. The remaining works being carried out mainly include indoor fitting-out works, building services works, electrical and mechanical works and road surfacing works. Installation of clearance facilities is also in progress.

Further to the complete connection of the viaduct, tunnel and at-grade roads of the Hong Kong Link Roads (HKLR) in May 2017, road surfacing works and road facilities were completed in January 2018. The final works of some ancillary facilities are in progress.

For the HZMB Main Bridge, works have been basically completed. The remaining works mainly include the joint testing of the Traffic Control and Surveillance System of the three sides, as well as the final works of some ancillary facilities.

As regards the commissioning date of the HZMB, the governments of the three places are striving to improve the clearance conditions of the boundary crossing facilities. The commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

For the construction of TM-CLKL, based on the current progress, it is anticipated that the Southern Connection of TM-CLKL can be completed in the first half of 2019 at the earliest; whilst the Northern Connection of TM-CLKL can be completed in 2020 at the earliest.

The approved project estimate for the construction of the HKBCF, HKLR and TM-CLKL are as follows:

Project	Approved project estimate (\$ million)
HKBCF	35,895.0
HKLR	25,047.2
TM-CLKL	46,708.0

The latest alignment of the TMWB project is now under investigation. The study will take two years and will include assessments on the impact on the environment, traffic, etc., together with a review on the construction cost, implementation arrangements and schedule. The budget for the investigation study is about \$16.5 million (in money-of-the-day prices). The actual expenditure of the TMWB project can only be ascertained upon the completion

of the investigation study. The Government will consult relevant stakeholders when the preliminary findings of the investigation study are available.

There will be a staff establishment of 128 (as at 31 March 2019) under the HZMB Hong Kong Project Management Office (HKPMO)² of the HyD. The operating expenses of the office, including staff salaries, will be about \$111 million in 2018-19.

(4)

The Kowloon-bound BBI and Tuen Mun-bound BBI on Tuen Mun Road were commissioned in December 2012 and July 2013 respectively. They currently serve 29 regular franchised bus routes. On average, about 39 000 passengers make use of the BBIs daily, with about 23 000 passengers using the Tuen Mun-bound BBI and about 16 000 passengers using the Kowloon-bound BBI. Based on the Transport Department (TD)'s observation, buses can usually complete boarding/alighting in three to five minutes without causing congestion or delay. The operation of the BBIs is generally satisfactory. The BBIs have been well-received by the residents. Traffic management of Tuen Mun Road BBIs by TD is undertaken by the existing staff of TD and no additional expenses are incurred. In 2018-19, an estimated expenditure of about \$4.6 million for the Tuen Mun Road BBIs project is reserved for settling the cost of the toilet facilities which had been completed by the Architectural Services Department. The toilet facilities at Tuen Mun-bound BBI and Kowloon-bound BBI were opened for public use in December 2016 and October 2017 respectively.

To encourage and facilitate passengers to interchange between different bus routes to enhance the efficiency of bus services, the Government is currently undertaking construction works for BBIs at the following 3 locations –

(a) BBI on Fanling Highway: The HyD is constructing a BBI on Fanling Highway Kowloon bound near Ho Ka Yuen in tandem with the work for the widening of Fanling Highway. The works of the BBI commenced in February 2017 and are expected to be completed in mid-2018. The estimated expenditure for the BBI in 2018-19 is about \$4.0 million.

(b) BBI at Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel): Under the TKO-LT Tunnel project, the Civil Engineering and Development Department (CEDD) will construct a BBI at Kowloon bound of the tunnel portal in Lam Tin near the existing toll plaza of Eastern Harbour Crossing. The BBI is anticipated to be completed and opened in 2021 together with the TKO-LT Tunnel. The TKO-LT Tunnel is currently undergoing site formation works and thus the estimated expenditure of the TKO-LT Tunnel project in 2018-19 does not involve the cost for the BBI works.

(c) BBI at Tseung Kwan O Tunnel: Under the Development of Anderson Road Quarry Site project, the CEDD will construct a BBI at both bounds of the existing toll plaza of Tseung Kwan O Tunnel. The BBI is anticipated to be completed in 2019. The estimated expenditure for the BBI in 2018-19 is about \$13 million.

² As the works of HZMB HKBCF and HKLR in 2018 will gradually decrease, the HyD will rename the HZMB HKPMO to Major Works Project Management Office (Special Duties) to reflect the duties of the office.

The Government will continue to explore the provision of enhanced interchange facilities at other suitable locations with different stakeholders.

(5)

In support of the development of Tuen Mun, the widening of Castle Peak Road – Castle Peak Bay project was originally scheduled to commence in 2016 for completion in 2019-20. However, a resident in Tuen Mun filed a judicial review in relation to the project in September 2015 and the judicial proceedings are still underway. Subject to the outcome of the judicial review, the HyD will review the implementation schedule for the works.

The HyD conducted public consultations at the investigation stage from February to December 2013, and at the detailed design stage from January 2014 to August 2015. Various stakeholders including the Tuen Mun District Council (DC) and residents of the estates along the road section were consulted. Subject to the outcome of the judicial review, the HyD will review the implementation of the project, as well as the arrangements for further consultation with the DC concerned.

(6)

The “Reconstruction and Improvement of Tuen Mun Road” project was substantially completed in December 2014. The estimated expenditure of the project in 2018-19 is about \$8 million, mainly for the expenditure on finalisation of the accounts of the works contracts. The design and supervision of works including finalisation of accounts of the works contracts were carried out by consultants engaged by the HyD. The HyD deploys existing staff resources to manage and oversee the implementation of the project.

(7)

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible, (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 DCs in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies /investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million. The design and supervision of the works are carried out by consultants engaged by the HyD, while the HyD deploys existing staff resources to manage and oversee the implementation of the project.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)254

(Question Serial No. 5660)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What are the implementation timetable, details, expenditure and manpower involved regarding the Railway Development Strategy 2014 (RDS-2014) after the Strategy was published by the Government?
- (2) What are the construction progress and completion date of the Shatin to Central Link (SCL) project? What is the updated cost estimate for the project?

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 191)

Reply:

- (1) Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau (THB) invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted proposals for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line to the Government in end December 2016, end March 2017 and end July 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that the proposals are practically feasible and can bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung Chung West Extension (and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

As regards the other two railway projects (namely the Hung Shui Kiu Station and the South Island Line (West)), we intend to issue invitations to the MTRCL within this year to submit proposals for the projects.

The taking forward of individual railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each scheme, as well as the updated assessment of passenger transport demand and availability of resources at the time.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

As at March 2018, two Chief Engineers, four Senior Engineers and five Engineers in the HyD are tasked with assisting the THB in taking forward the above seven projects, with a total estimated staff cost of \$12.83 million in 2018-19.

(2) The construction period and estimated total expenditure of various items of the SCL project are tabulated below –

Subhead	Project Title	Start Date	Actual / Anticipated Completion Date	Estimated Total Expenditure (\$ million)
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	August 2010	December 2012 (Actual)	119.4
6058TR	SCL – construction of railway works – protection works	June 2011	September 2011 (Actual)	440.6
6063TR	SCL – construction of railway works – advance works	May 2011	December 2017 (Actual)	7,102.6
6064TR	SCL – construction of non-railway works – advance works	July 2011	December 2017 (Actual)	1,448.2
6061TR	SCL – construction of railway works – remaining works	July 2012	2021	65,433.3 (under review) (Note)
6062TR	SCL – construction of non-railway works – remaining works	July 2012	2021	5,983.1 (under review) (Note)

Note: The Government received the latest cost estimate of the main works of the SCL project from the MTRCL on 5 December 2017. The MTRCL indicated the need to adjust

the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's latest cost estimate.

According to the information provided by the MTRCL, as at 31 December 2017, the overall works for the SCL project were 81% complete, while the works of the “Tai Wai to Hung Hom Section” and “Hung Hom to Admiralty Section” of the SCL project were about 94% and 64% complete respectively.

The target commissioning dates of “Tai Wai to Hung Hom Section” and “Hung Hom to Admiralty Section” of the SCL project are mid-2019 and 2021 respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)255

(Question Serial No. 6345)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017, the Government worked with the MTR Corporation Limited (MTRCL) to explore the development potential of stations and related sites along existing and future rail lines. What is the progress of the MTRCL's study on the implementation of Tung Chung West Extension and Tung Chung East Station project?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. (LegCo use): 17)

Reply:

The Transport and Housing Bureau (THB) invited the MTRCL to submit a proposal for the Tung Chung West Extension (and Tung Chung East Station) in January 2017. The MTRCL submitted the proposal in end January 2018, which is under evaluation by the THB, the Highways Department and relevant bureaux/departments.

The taking forward of individual railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each scheme, as well as the updated assessment of passenger transport demand and availability of resources at the time.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)256****(Question Serial No. 3794)**

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Universal Accessibility (UA) Programme, please inform this Committee in table form: in each of the districts in Hong Kong, of the number of projects completed, the project details and expenditures involved; of the number of projects under construction, the project details and expenditures involved; and of the number of projects under study, the project details and expenditures involved.

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 53)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible (now known as the “Original Programme” under the UA Programme) in response to the recommendation of the Equal Opportunities Commission. Apart from continuing to implement the projects under the “Original Programme”, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme which was introduced in August 2012. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out

the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies /investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed

HyD Structure No.	Location	Present Status
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction

HyD Structure No.	Location	Present Status
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction

HyD Structure No.	Location	Present Status
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed

HyD Structure No.	Location	Present Status
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction

HyD Structure No.	Location	Present Status
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction

HyD Structure No.	Location	Present Status
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction

HyD Structure No.	Location	Present Status
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction

HyD Structure No.	Location	Present Status
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction

HyD Structure No.	Location	Present Status
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction

HyD Structure No.	Location	Present Status
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction

HyD Structure No.	Location	Present Status
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation

Structure No.	Location	Present Status
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation

HyD Structure No.	Location	Present Status
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation

HyD Structure No.	Location	Present Status
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

– End –

CONTROLLING OFFICER'S REPLY**THB(T)257****(Question Serial No. 4264)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

To continue to oversee the works of the Hong Kong-Zhuhai-Macao Bridge (HZMB) is one of the tasks for the Bureau this year. So far, there are a number of claims arising from the various items of works for the HZMB. Please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 185)Reply:

It is the responsibility of the contractors of the HZMB Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) projects to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, the contractors may submit claims according to the terms of the contracts, and substantiate the claims with sufficient justifications and information. The consultant engineers appointed by the Highways Department (HyD) will carefully and independently assess the claims and then submit them to the HyD for approval. The HyD will conduct detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2018, in relation to the HKBCF, HKLR and TM-CLKL projects, information related to the claims submitted by the contractors is as follows:-

Project	Number of claims with claimed amount specified	Amount claimed	Amount assessed	Amount awarded
HKBCF	41	\$5.6 billion	\$3.69 billion	\$0.01 billion
HKLR	27	\$3.3 billion	\$1.99 billion	\$0.3 billion
TM-CLKL	82	\$3.6 billion	\$0.76 billion	\$0.59 billion

- End -

CONTROLLING OFFICER'S REPLY**THB(T)258****(Question Serial No. 4266)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

To continue to oversee the implementation of the Shatin to Central Link (SCL) rail project is one of the tasks for the Bureau this year. Regarding the claims arising from the various items of works for the SCL, please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 187)Reply:

According to the information provided by the MTR Corporation Limited (MTRCL), as at 31 December 2017, the MTRCL received 810 substantiated claims from contractors in respect of the main works of the SCL. The amount claimed in total was about \$5,986.5 million, accounting for 10.4% of the awarded contract sum. As at the same date, 206 cases of claims were resolved and the MTRCL awarded about \$1,214.7 million, accounting for about 2.1% of the awarded contract sum. Moreover, interim award amounting to about \$1,240.0 million was made for some unresolved cases of claims. Details are as follows:

Scope of works	Awarded contract sum (\$ million)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$ million)	Amount awarded (\$ million)	No. of cases	Amount claimed (\$ million)	Interim award (\$ million)
Civil works	43,741.3	197	1,920.6	1,214.7	486	3,032.9	1,215.0
Electrical	13,901.8	9*	0	0	118	1,033.0	25.0

Scope of works	Awarded contract sum (\$ million)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$ million)	Amount awarded (\$ million)	No. of cases	Amount claimed (\$ million)	Interim award (\$ million)
and mechanical works							
Total	57,643.1	206	1,920.6	1,214.7	604	4,065.9	1,240.0

* The claims only involved extension of time without cost implication.

For details of the major contracts awarded for the main works, including the scope of works, contract numbers, awarded contract sums and the names of contractors, please refer to Annex.

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1101	Modification of Ma On Shan Line	Sun Fook Kong Joint Venture	620,000,000
1102	Hin Keng Station and Approach Structures	Penta-Ocean Construction Co. Ltd.	1,039,000,000
1103	Hin Keng to Diamond Hill Tunnels and Fung Tak Public Transport Interchange	Vinci Construction Grands Projets	2,727,891,805
1106	Diamond Hill Station Extension	Leader Joint Venture	1,665,080,888
1107	Diamond Hill to Kai Tak Tunnels	Chun Wo - SELI Joint Venture	1,067,338,000
1108	Kai Tak Station and Associated Tunnels	Kaden - Chun Wo Joint Venture	1,422,000,000
1108A	Kai Tak Barging Point Facilities	Concentric - Hong Kong River Joint Venture	289,993,398
1109	Stations and Tunnels of Sung Wong Toi and To Kwa Wan stations	Samsung - Hsin Chong Joint Venture	4,569,503,000
1111	Hung Hom North Approach Tunnels	Gammon - Kaden SCL 1111 Joint Venture	3,368,442,219
1112	Hung Hom Station and Stabling Sidings	Leighton Contractors (Asia) Limited	5,241,356,085
1113	Reprovisioning of New Territories South Animal Management Centre and Shatin Plant Quarantine Station	Kaden - Leader Joint Venture	132,608,000
1114	Pedestrian Links at Tsz Wan Shan	Paul Y. Construction Company, Limited	608,000,000
1117	Pat Heung Depot Modification Works	Paul Y. Construction Company, Limited	810,800,000
1119	Trackwork and Overhead Line Modification Works at Lo Wu and PHD	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Line for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Line for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	North South Line (NSL) Cross Harbour Tunnels	Penta-Ocean - China State Joint Venture	4,350,000,000
1122	Admiralty South Overrun Tunnel	Vinci Construction Grands Projets	412,138,888

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1123	Exhibition Centre Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,299.95
1124	Admiralty SCL Related Works	Leader – Kaden SCL1124 Joint Venture	833,606,000
1125	Police Sports and Recreation Club Enhancement Works	Sun Fook Kong Construction Ltd	297,000,000
1126	Reprovisioning of Harbour Road Sports Centre and Wan Chai Swimming Pool	Leader – Kaden SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173.02
1129	SCL - Advance Works for NSL	Hsin Chong Construction Co Ltd	299,938,960
11209	Platform Modification and Associated Works at East Rail Line	Chun Wo Construction and Engineering Co Ltd	835,600,000
11227	Advance Works for NSL Cross Harbour Tunnels	Concentric-Hong Kong River Joint Venture	49,800,000
1141A	New Rolling Stock for SCL Phase 1	Changchun Railway Vehicles Co., Ltd	1,139,955,435
1141B	New Rolling Stock for SCL Phase 2	Hyundai Rotem Company	4,077,535,440
1151	Rolling Stock Modification and New Train Cars for SCL Phase 1	Itochu-Kinki Sharyo-Kawasaki Consortium	1,181,077,173
1152	Signalling System for SCL Phase 1 & Signalling System Modification for Ma On Shan Line (MOL) and West Rail Line	Thales Transport & Security (Hong Kong) Limited	642,526,505
1152B	Signalling System for SCL Phase 2	Siemens Limited	845,134,913
1153	Tunnel Environmental Control System (ECS) for SCL Phase 1	Shinryo Corporation	188,992,283
1153B	Tunnel ECS for SCL Phase 2	Shinryo Corporation	179,939,997
1154	Platform Screen Doors for SCL Phase 1 & Automatic Platform Gate (APG) Retrofit for MOL	Gilgen Door Systems AG	415,870,578
1154B	Platform Screen Doors for SCL Phase 2 & APG Retrofit for East Rail (EAL)	Shenzhen Fangda Automatic System Co., Ltd.	511,666,066

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	GTECH-KUM SHING Joint Venture	208,380,000
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	CLP Engineering Limited	150,863,858
1159	Lifts for SCL Phase 1	OTIS Elevator Company (H.K.) Limited	72,194,842
1162	TETRA System for SCL Phases 1 & 2	Motorola Solutions Asia Pacific Limited	131,436,641
1162B	Radio Distribution Network System for SCL Phases 1 & 2	Radio Frequency Engineering Limited	92,880,000
1163	Automated Fare Collection System and Security Access Management System for SCL Phases 1 & 2	Kaba Security System (China) Co., Ltd. – Wincard Security System (Beijing) Co., Ltd. Consortium	113,497,620
1164	Building Services for Diamond Hill Station	Gammon E&M Limited	272,000,000
1164B	Building Services for SCL Hong Kong Island Section	Gammon E&M Limited	346,800,000
1165	Building Services for Hin Keng Station, Ma Chai Hang Ventilation Building and Fung Tak Emergency Access	Gammon E&M Limited	219,000,000
1166	Main Control System for SCL Phase 1	Siemens Limited	308,499,220
1166B	Main Control System for SCL Phase 2	Thales Transport & Security (Hong Kong) Limited	132,228,899
1169	Communications System for SCL Phase 1	Siemens Limited	431,299,430
1169B	Communications System for SCL Phase 2	CLP Engineering Limited	112,355,003
1172	Escalators for SCL Phase 1	ThyssenKrupp Elevator (HK) Limited	180,438,081
1172B	Lift and Escalators for SCL Phase 2	OTIS Elevator Company (H.K.) Limited	145,448,832
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	Shinryo Corporation	631,480,466
1175	Building Services for Kai Tak Station	Leighton M&E Limited	157,879,865

Contract number	Scope of works	Contractor	Awarded contract sum (\$)
1176	Building Services for Sung Wong Toi Station and Ancillary Building	Leighton M&E Limited	183,341,320
1177	Building Services for To Kwa Wan Station and Ancillary Building	BEST 1177 Joint Venture	250,310,836
1183	EAL Signalling System Modification for SCL	Alstom Hong Kong Limited	115,076,084
1191	Floodgate System for SCL Phase 2	The Jardine Engineering Corporation, Limited	60,259,267

- End -

CONTROLLING OFFICER'S REPLY**THB(T)259****(Question Serial No. 4267)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

To continue to oversee the works of the Central-Wan Chai Bypass is one of the tasks for the Bureau this year. Regarding the claims arising from the various items of works for the Central-Wan Chai Bypass, please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 188)Reply:

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a large-scale and complex works project. The 13 major works contracts involved have all been awarded, among which eight of them are managed by the Highways Department. The remaining works have been entrusted to the Civil Engineering and Development Department for implementation under five contracts.

Generally speaking, it is the responsibility of the contractors of the works project to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, contractors may submit claims according to the terms of the contracts. The claims must be substantiated by sufficient justifications and information as the reasonable basis for the claims. The consultant engineers appointed by the managing departments of the works contracts should carefully and independently assess the claims and then submit their assessments to the managing departments for approval. The managing departments should objectively scrutinise the consultant engineers' assessments on the contractors' claims before approving the concerned claims in order to ensure that the approval is based on sufficient justifications and is in accordance with the terms of the contract. If the contractors have any objection to the assessments of the claims, they must provide more information and justifications for further review.

The aforesaid 13 contracts of the CWB project also cover works items which are funded under other works projects. So far, under the CWB project, the Highways Department has received about 100 claims totaling a claimed amount of some \$3 billion and the amount awarded is about \$490 million. Since some of the contracts involve a number of works projects, such as the reclamation works of the Wan Chai Development Phase II project and the construction works of the tunnel box of the Shatin to Central Link project, the information about claim in respect of the CWB project only is not available under these contracts at this stage. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)260****(Question Serial No. 4271)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The works for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will be completed within this year. In this connection, please advise this Committee on the following:

What are the total expenditure on the XRL project and the progress of each works item?

So far, there are a number of claims arising from the various items of construction works for the Hong Kong Section of the XRL. Please provide the following information in table form:

Scope of works	Contract number	Total contract sum	Contractor	Number of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 192)

Reply

- As at end February 2018, the total expenditure of Hong Kong Section of the XRL project under the two public works project items (i.e. 6053TR and 6057TR) is \$78.029 billion. According to the information provided by the MTR Corporation Limited (MTRCL), the overall progress of the XRL project was 98.6% as at 31 December 2017.
- According to the information provided by the MTRCL, as at 31 December 2017, the MTRCL received 1 090 substantiated claims from contractors in relation to the works for the XRL. The amount claimed in total was approximately \$29.6 billion, representing 64.8% of the awarded contract sum for the contracts. As at the same date, 294 cases were resolved and about \$9.336 billion was awarded, representing about 20.4% of the awarded contract sum for the contracts. Having regard to the need of individual works and the progress of the relevant assessment and discussion, interim awards amounting to about \$4.479 billion have been made for some unresolved cases. The relevant details are tabulated below:

Scope of works	Awarded contract sum (\$ billion)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$ billion)	Amount awarded (\$ billion)	No. of cases	Amount claimed (\$ billion)	Interim amount awarded (\$ billion)
Railway Tunnels	22.550	158	4.806	2.465	424	7.667	2.244
Station	14.742	129	10.066	6.285	279	1.675	0.744
Electrical and Mechanical Works	8.429	7	0.841	0.586	93	4.594	1.491
Total	45.721	294	15.713	9.336	796	13.936	4.479

According to the relevant terms of the works contracts, the Government cannot divulge information on individual claims without the consent of the contractors.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)261

(Question Serial No. 5937)

Head: (60) Highways Department

Subhead (No. & title): (-) Not specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Estimates that the Highways Department (HyD) is responsible for the maintenance of all public roads. There are quite a number of roads in the territory with damaged surfaces or defects, including openings, cracks or unevenness, posing danger to cyclists in particular. Will the Government inform this Committee of the following:

- (i) What were the total expenditure and the average expenditure per kilometre (km) for maintenance of public roads over the past three years?
- (ii) Does the Government have any dedicated staff for carrying out regular inspections of road conditions as well as handling maintenance tasks? If so, what are the details (including the number, establishment, ranks and situations at work of the staff concerned);
- (iii) It is a common phenomenon for road surfaces to remain uneven after repairs. What are the methods of repairs currently adopted by the Government and what is the expenditure on road repairs?
- (iv) In undertaking planning, paving or repairs for surfaces of tracks, especially road surfaces, has the Government taken into consideration the safety and needs of cyclists (e.g. introducing methods of repairs that can fully level the openings, cracks or uneven surfaces)? If so, what are the details? If not, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 136)

Reply:

- (i)
The total expenditure and the average expenditure per km for maintenance of public roads by the HyD over the past three years are as follows –

Year	Total Expenditure (\$)	Average Expenditure (\$ per km)
2015	\$921.1 million	\$438,000
2016	\$955.7 million	\$454,000
2017	\$1,022.9 million	\$484,000

(ii)

The HyD currently arranges contractors through eight maintenance contracts to conduct regular inspection of public roads in the territory and make timely arrangement for repairs to wear and tear as well as damaged road surfaces. The HyD is also responsible for supervising the contractors' work. As at 31 March 2017, the HyD has an establishment of 1 005 staff members under the Programme of District and Maintenance Works, who are tasked with district administration and highway maintenance works. District administration works involve commenting on road matters related to land sale, public and private sector development plans and provision of access, as well as the implementation of minor road improvement works. Road maintenance includes regular road inspections, planning and managing road maintenance programme, supervising maintenance works, handling public complaints, managing the emergency control centres to deal with emergency matters such as landslips, washouts and fallen trees, as well as co-ordination of excavation works carried out by public utilities. Road inspections for public roads and handling of maintenance works are only part of the district administration and maintenance works. There is no separate breakdown of the staff establishment for road inspections for public roads and handling of maintenance works.

(iii) & (iv)

The work of road maintenance can roughly be divided into "corrective repairs" and "planned maintenance". Corrective repair works cover rectification of defects identified through reports received, or regular visits and inspections to restore the road surfaces to normal and safe conditions as soon as possible. Corrective repair works mainly involve works such as patching of pot holes or small-scale repairs to road surfaces. On the other hand, planned maintenance is preventive in nature, the priorities and programmes of which are determined on the basis of the design standard and current conditions of individual highway facilities, as well as the quality and durability of the materials used. The aim of planned maintenance works is to allow more comprehensive rehabilitation works so as to bring about long-lasting improvement when the facilities show signs of partial wear and tear, but yet to develop into extensive serious defects. Such works are usually of a larger scale and take more time to complete.

In general, for defects such as uneven road surfaces, pot holes, etc., the HyD will use bituminous material or rapid hardening material as patching substance to rectify the defective road surfaces as soon as possible, so as to maintain the road in safe and proper conditions for public use, including cyclists. When the HyD plans for road maintenance, it

will take into account the overall road usage, anticipated rate of wear and tear, as well as impacts on roads nearby and the environment.

In view of the constraints brought about by traffic and construction noise, the HyD has proactively conducted research into various methods of maintenance and repairs, including employment of thermal patcher, precast concrete panels, rapid hardening concrete, and stone mastic asphalt with polymer modified bitumen, etc. for more effective road maintenance.

As regards the expenditure on road maintenance, please refer to the reply in (i) above.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)262

(Question Serial No. 5938)

Head: (60) Highways Department

Subhead (No. & title): (-) Not specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Estimates that the construction of the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) project will be taken forward by the Government in 2018-19. Will the Government inform this Committee of -

- (i) the total expenditure and average expenditure per kilometre (km) for the project;
- (ii) the progress of the works concerned; and
- (iii) the expenditures and average expenditures per km for the project in the past three years?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 137)

Reply:

CWB is a 4.5 km long dual three-lane trunk road consisting of a length of 3.7 km tunnel.

The approved project estimate (APE) for the project is \$36.0389 billion. In terms of each lane, the average estimated cost per km is about \$1.3 billion which mainly covers the cost for the following works:

- (1) tunnel construction, and electrical and mechanical works;
- (2) approach roads to the road tunnel portal and slip roads;
- (3) reprovisioning of the affected facilities;
- (4) construction works for associated buildings and ventilation structures;
- (5) installation of a traffic control and surveillance system;
- (6) installation of noise mitigation facilities, and implementation of an environmental monitoring and audit programme for the works mentioned above; and
- (7) consultants' fees and remuneration of resident site staff responsible for supervising the construction works, etc.

Currently, the project is progressing in full swing. CWB, which is a large-scale and complex road infrastructure project, has encountered various unforeseeable difficulties and risks since the commencement of construction in end 2009. Although the tunnel structures

of CWB were substantially completed in the third quarter of 2017, there remain very complicated and challenging tasks in the construction works, including installation, testing and integration of various electrical and mechanical systems in the CWB tunnel. The Highways Department, together with the consulting engineer, are closely monitoring the works progress, assessing the implications of the potential risks and urging the contractors to adjust the schedule of works and take measures correspondingly, with the target of achieving commissioning of CWB in end 2018 or the first quarter of 2019.

For the past three years (i.e. 2015-16, 2016-17 and 2017-18), the annual expenditures of the project are around \$5.01 billion, \$3.24 billion and \$2.72 billion (estimate) respectively. The construction of the CWB project takes many years to complete, with a variety of trades and processes mentioned above being carried out under various works contracts every year. As such, it is difficult to provide the average expenditure per km for the CWB project in the past three years.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)263

(Question Serial No. 6090)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the statement under the Programme of expanding and improving the road network in order to meet the growth in traffic demand, serving new development areas and facilitating the movement of people and goods both within the territory and across the boundary in accordance with approved programmes, please advise this Committee on:

- (1) the road network with expansion and improvement completed in each year over the past three financial years in table form, including the names of roads involved, the total traffic capacity increased, the total road length increased, the expenditure involved for expansion and improvement of road network (covering the total number of construction workers engaged);
- (2) the road network with expansion and improvement planned for the coming financial years, including the names of roads involved, the total traffic capacity increased, the road length increased, the expenditure involved for expansion and improvement of road network (covering the total number of construction workers engaged).

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 56)

Reply:

- (1) The titles of the projects completed in financial years 2015-16, 2016-17 and 2017-18 including the names of related roads, the estimated increase in traffic capacity for the road project or the estimated pedestrian usage for the pedestrian link project, the length of road or pedestrian link involved in expansion and improvement, the approved project estimates, and the estimated job creation for labourers are listed in the following table –

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate (\$ million)	Estimated job creation for labourers	Completion of works in Financial Year
Provision of barrier-free access facilities at public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme (Note 1)	Retrofitting of lifts/ramps at 46 footbridges, 27 subways and three elevated walkways in Hong Kong, Kowloon and New Territories completed since 2013	N/A	N/A	2,443.3 (Note 2)	1 668 (Note 2)	Different completion dates for different items (Note 1)
Improvement of Kam Pok Road - Man Yuen Chuen Section	Kam Pok Road – Man Yuen Chuen Section, Yuen Long	N/A (Note 3)	380 (length of road widening)	19.96	26	2015-16
Proposed Vehicular Bridge Across the Nullah at Kiu Hing Road near Wong Nai Tun, Yuen Long	Kiu Hing Road, Yuen Long	N/A (Note 4)	12	19.9	23	2015-16
Improvement to Pok Oi Interchange	Yuen Long Highway	1 000 vehicles per hour	1 250	264.8	109	2016-17
Extension of the CITIC tower Footbridge to LegCo Complex at Tamar	Footbridge connecting LegCo Complex	N/A (Note 5)	19	33.9 (latest estimated cost) (for the footbridge portion)	20	2015-16
Kwun Tong Line Extension – essential public infrastructure works	Pedestrian link system and transport links connecting to Ho Man Tin MTR Station	11 100 pedestrians per hour	190 (roads) and 1 000 (pedestrian links)	826.9	265	2016-17
South Island Line (East) (SIL(E)) – essential public infrastructure works	Pedestrian link system and transport links connecting to SIL(E) stations and improvement to roads in the vicinity	7 860 pedestrians per hour	1 560 (roads) and 1 030 (pedestrian links)	1,213.2	295	2016-17
Pedestrian Link between Tsing Yi North Bridge and Tsing Yi Station	Near Tsing Yi North Bridge	N/A (Note 6)	40	19.97	23	2016-17
Provision of Coach Lay-by at Moving Memorial to War Martyrs, Tai Mong Tsai Road, Sai Kung	Tai Mong Tsai Road, Sai Kung	N/A (Note 7)	66 (length of coach lay-by)	19.6	22	2016-17
Shatin to Central Link – construction of non-railway works (Tsz Wan Shan Pedestrian Links)	Tsz Wan Shan Pedestrian Links	2 000 pedestrian trips per hour in peak hours	550	608.0 (Note 8)	43	2017-18

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate (\$ million)	Estimated job creation for labourers	Completion of works in Financial Year
Public Transport Interchange at Container Port Road and Junction Improvement Works along Kwai Chung Road – Kwai Chung	Container Port Road, Kwai Chung	N/A	N/A	72.7	41	2017-18

Notes:

1. There are 250 retrofitting items under the UA Programme. As at 28 February 2018, 76 items were completed since 2013, whilst 114 items and 60 items were under construction and design/ investigation respectively.
2. The approved project estimates and estimated job creations refer to those 76 items completed since 2013.
3. The project mainly involves the re-construction and upgrading of an existing road to meet current standards.
4. The project aims to provide another vehicular link across the existing nullah at Kiu Hing Road to ease traffic congestion.
5. The project aims to extend the existing CITIC Tower footbridge to Legislative Council Complex in order to provide a direct, elevated, separate and covered access route between Legislative Council Complex and Admiralty.
6. The project aims to provide a connection between Tsing Yi North Bridge and Tsing Yi Station for the convenience of pedestrians.
7. The project aims to provide a coach lay-by for loading/unloading of passengers at the Moving Memorial to War Martyrs.
8. The estimate for Tsz Wan Shan Pedestrian Links under ‘Shatin to Central Link – construction of non-railway works’ is the awarded contract sum of MTR Contract No. 1114 – Pedestrian Links at Tsz Wan Shan.

- (2) The titles of the projects planned for expansion and improvement of the road networks in 2018-19 including the names of related roads, the estimated increase in traffic capacity for the road project or the estimated pedestrian usage for the pedestrian link project, the length of road or pedestrian link involved in expansion and improvement, the approved project estimates or the estimated project costs, and the estimated job creation for labourers are listed in the following table -

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate or Estimated Project Cost (\$ million)	Estimated job creation for labourers
Retrofitting of Noise Barriers on Tuen Mun Road (Town Centre Section)	Tuen Mun Road	N/A	N/A	826.5	233

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate or Estimated Project Cost (\$ million)	Estimated job creation for labourers
Retrofitting of Noise Barriers on Tuen Mun Road (Fu Tei Section)	Tuen Mun Road	N/A	N/A	786.2	250
Central-Wan Chai Bypass and Island Eastern Corridor Link	Central – Wan Chai Bypass	9 400 vehicles per hour	4 500	36,038.9	5 225
Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling – Stage 2	Fanling Highway (between Tai Hang and Wo Hop Shek Interchange)	3 200 vehicles per hour	About 3 000 (length of road widening)	4,320.0	805
Hong Kong-Zhuhai-Macao Bridge – Hong Kong Link Road	Hong Kong Link Road, Hong Kong-Zhuhai-Macao Bridge	4 700 vehicles per hour	12 000	25,047.2	3 720
Tuen Mun-Chek Lap Kok Link – construction works	Tuen Mun-Chek Lap Kok Link	3 600 vehicles per hour	9 000	44,798.4	9 900
Public Transport Interchange at Hung Hom Bay Reclamation	Hung Luen Road, Hung Hom	N/A	N/A	48.1	26
Covered Public Transport Terminus at the eastern part of the ex-North Point Estate	Java Road, Tin Chiu Street and Kam Hong Street, North Point	N/A	N/A	43.7	54
Road improvement works for West Kowloon Reclamation Development (Phase 1)	Hoi Po Road, West Kowloon Highway, Lin Cheung Road, Hoi Fai Road, Nga Cheung Road, Austin Road, Canton Road, Wui Cheung Road, Jordan Road and Ferry Street	1 000 vehicles per hour for each of the three new vehicular links within the West Kowloon Reclamation Development area.	1 190	845.8	222
Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung	Hiram's Highway	2 400 vehicles per hour	About 2 100 (length of road widening)	1,774.4	280
Elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O	Tong Ming Street and Tong Tak Street, Tseung Kwan O	about 3 000 pedestrian trips per hour in peak hours	180	221.6	91
Footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping	Hoi Shing Road and Yuen Tun Circuit, Tsuen Wan	4 300 pedestrian trips per hour in peak hours	66	146.2	57
Lift and Pedestrian Walkway System at Waterloo Hill	Waterloo Road, Ho Man Tin	10 000 pedestrian trips per day	19	116.7	49
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	Tsing Yu Street and Tsing Yi Road West, Tsing Yi	3 000 pedestrian trips per day	60	222.7	92

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate or Estimated Project Cost (\$ million)	Estimated job creation for labourers
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	Kwai Shing Circuit and Hing Shing Road, Kwai Chung	16 200 pedestrian trips per day	60	239.4	70
Footbridge improvement works at Siu Hong Road, Tuen Mun	Siu Hong Road, Tuen Mun	N/A (Note 1)		129.5	31
Public Transport Interchange and associated works at Kiu Cheong Road East, Ping Shan	Kiu Cheong Road, Yuen Long	N/A	N/A	602.2	250
Footbridge link at Sau Ming Road, Kwun Tong	Sau Ming Road / Hiu Kwong Street, Kwun Tong	1 760 pedestrian trips per hour in peak hours	30	130.1	60
Public Transport Interchange at Pak Wan Street, Sham Shui Po	Pak Wan Street, Sham Shui Po	N/A	N/A	108.2	30
Public Transport Interchange at Northwest Kowloon Reclamation Site 6, Sham Shui Po	Sham Mong Road, Sham Shui Po	N/A	N/A	174.0	32
Central Kowloon Route – main works	Central Kowloon Route	9 400 vehicles per hour	About 4 700	42,363.9	3 900
Road improvement works at Ma On Shan, Sha Tin	Ma On Shan Road and Hang Tai Road, Ma On Shan	N/A (Note 2)	1 150 (length of road widening and realignment)	587.7	151
Improvement to Sharp Bend of Keung Shan Road near Shek Pik Reservoir Service Access Road	Keung Shan Road, Lantau Island	N/A (Note 3)	About 60 (length of road widening)	15.7	13
Provision of Bus-bus Interchange on Fanling Highway Kowloon Bound – construction	Fanling Highway (Kowloon bound)	N/A	105 (length of bus lay-by)	15.3	16
Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link - construction of non-railway works (essential public infrastructure works and enabling works for footbridges)	Seven footbridges and two subways connecting to West Kowloon Station (WKS), Austin Road West, Lin Cheung Road, Wui Man Road and Road D1A in the vicinity of WKS	(Note 4)	2 400 (roads) and 800 (pedestrian links)	3,044.4	324 (Note 5)
Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	8 600 pedestrian trips per day	40	249.4	65

Project Title	Names of related roads	Estimated increase in traffic capacity / estimated pedestrian usage	Length of road / pedestrian link involved in expansion / improvement (metre)	Approved Project Estimate or Estimated Project Cost (\$ million)	Estimated job creation for labourers
Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station	Yuen Long On Ning Road, Castle Peak Road – Yuen Long and Kau Yuk Road	11 000 pedestrian trips per hour in peak hours	540	1,710.9	Under review
Retrofitting of Noise barriers on Tai Po Road (Sha Tin Section)	Tai Po Road (Sha Tin Section)	N/A	N/A	851.8	135
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	Castle Peak Road and Kung Yip Street, Kwai Chung	5 100 pedestrian trips per day	125	584.4	Under review
Extension of footbridge and cycle parking area at Choi Yuen Road, Sheung Shui	Choi Yuen Road, Sheung Shui	N/A (Note 6)	40	102.7	52
Construction of cover at Wong Chuk Hang Public Transport Facilities	Wong Chuk Hang Public Transport Facilities	N/A	N/A	13.5	Under review

Notes:

1. The project aims to improve the existing footbridge at Siu Hong Road to provide barrier-free access and to cater for the additional pedestrian flow to be brought about by the new public housing developments in Tuen Mun Area 54.
2. The project mainly involves road realignment, construction of bus stops and associated works to support the proposed public housing developments.
3. The project mainly involves the road widening of an existing sharp bend of Keung Shan Road near Shek Pik Reservoir Access Road.
4. According to the assessment conducted in 2015, the patronage forecast of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link in 2018 is 109 200 per day.
5. The estimated job creations for labourers for non-railway works are pro-rata from the total job creation of 9 200 labourers according to the ratio of Approved Project Estimate (APE) of the non-railway works (\$3,044.4 million) to the total project APE (\$86,420 million).
6. The project aims to extend the existing footbridge to connect the proposed public housing development.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)264****(Question Serial No. 5869)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Department states that it will continue to provide barrier-free access (BFA) facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme. Please provide information on the locations, current progress, expenditures and anticipated completion dates of these items.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 73)Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the "Original Programme" under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the "Expanded Programme" of the UA Programme. Under the "Expanded Programme", each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the "Next Phase"). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the "Next Phase". We anticipate that the construction works for these items will commence progressively starting from 2019.

The expenditures on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million,

\$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies /investigation works, design, construction works and supervision of construction. The estimated expenditure in 2018-19 is \$736.6 million.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction

HyD Structure No.	Location	Present Status
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction

HyD Structure No.	Location	Present Status
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design

HyD Structure No.	Location	Present Status
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction

HyD Structure No.	Location	Present Status
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed

HyD Structure No.	Location	Present Status
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed

HyD Structure No.	Location	Present Status
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed

HyD Structure No.	Location	Present Status
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction

HyD Structure No.	Location	Present Status
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction

HyD Structure No.	Location	Present Status
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction

HyD Structure No.	Location	Present Status
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation

Structure No.	Location	Present Status
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation

Structure No.	Location	Present Status
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation

HyD Structure No.	Location	Present Status
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY

THB(T)265

(Question Serial No. 6111)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department states that it will continue to take forward the pedestrian footbridge system in Mong Kok for its early implementation. In this regard, please advise:

- (a) What are the estimated costs for individual items of the project and when will the works commence? What are the details of the project?
- (b) Will district consultation exercise be conducted for the project in the future? What are the relevant estimated costs and plans?
- (c) Will the underground strata of the buildings along the alignment be resumed and what are the details? Please provide in a list the names and addresses of the buildings affected, and the related impact; and
- (d) What is the estimated utilisation rate upon completion of the project and when was this projection made?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 103)

Reply:

(a) and (b)

The Highways Department (HyD) had substantially completed the public consultation exercise for the preliminary scheme of the proposed pedestrian footbridge system in September 2017. The HyD will refine the scheme taking into account the public views received, and target to consult the Yau Tsim Mong District Council and other concerned stakeholders on the refined scheme within 2018. Consultation on the refined scheme is estimated to cost about \$500,000.

Subject to the views of the public, the HyD will arrange for the gazettal of the project scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). The HyD will start the detailed design work as well as formulate the implementation schedule for early commencement of the construction works. The estimated construction cost for the project can only be ascertained upon completion of the detailed design.

(c)

The alignment of the pedestrian footbridge under the preliminary design will be on government land and no acquisition of private land is involved.

(d)

According to the assessment in 2016 by the consultants in the preliminary design, the pedestrian flow of the main deck at different sections during peak hours is estimated to be about 800 to 3 300 pedestrians per hour. The pedestrian flow of the main deck at different sections along Argyle Street is estimated to be about 1 600 to 3 300 pedestrians per hour during peak hours, while the section along Tong Mi Road is estimated to be about 800 pedestrians per hour during peak hours.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)266

(Question Serial No. 6112)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department states that it will commence the investigation for additional noise enclosures at Gascoigne Road Flyover. In this regard, please advise on the following:

- (a) What are the estimated costs for individual items of the project? When will the works commence? What are the details of the project?
- (b) Will district consultation exercise be conducted in the future? What are the relevant estimated costs and plans?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 104)

Reply:

According to the Environmental Impact Assessment completed and approved under the Environmental Impact Assessment Ordinance, the Central Kowloon Route (CKR) project will provide, inter alia, a semi-enclosure along the Gascoigne Road Flyover fronting Blocks 1 and 5 of Prosperous Garden (PG) and a full enclosure fronting Blocks 2 and 3 of PG. In the course of funding application for the construction of CKR, to respond to concerns of Legislative Council (LegCo) Members, the Government proposed to implement a Compromise Scheme extending the two noise enclosures originally proposed under the CKR project. The Compromise Scheme comprises two additional noise enclosures, namely: (i) by converting the 100m long noise enclosure which originally covers only the eastbound traffic lane to cover both bounds in whole, while having vertical opening on the side fronting Yan Cheung Road farther away from the PG; and (ii) by extending the full enclosure originally fronting Blocks 2 and 3 of the PG northward by 40m.

Upon the approval of the funding for "CKR - Main Works" in October 2017, the Highways Department (HyD) has followed up on the Compromise Scheme and appointed a consultant in February 2018 to start the Investigation Study for the two additional noise enclosures. The HyD plans to consult relevant stakeholders in the second half of 2018. Subject to the views of stakeholders, availability of resources, confirmation of feasibility, completion of statutory procedures and approval of funding by LegCo, etc., the HyD will firm up the

scheme and formulate the implementation schedule following the established public works project procedures for early commencement of the construction works. The estimated construction cost for the project can only be ascertained upon completion of the detailed design.

Work relating to stakeholder consultation will continue to be absorbed by existing manpower resources of the HyD, with technical support to be provided by the consultant where necessary.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)267****(Question Serial No. 6114)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this regard, please provide information on:

(a) The HyD's outsourced projects in the past three years using the table below:

Contract number and commencement date	Contract details	Successful tenderer	Actual tender price	Anticipated completion date	Actual completion date

(b) The emergency works in the past three years using the table below:

Commencement date and period	Location	Contract details	Cost	Anticipated completion date	Actual completion date

(c) How does the Department distinguish whether any works are "emergency works" or "general works"? What are the differences between the implementing procedures for "emergency works" and "general works"? For co-ordination of works, what are the ways currently used by the Department to notify other departments?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 106)

Reply:

(a)

The details of the contracts and maintenance works in the past three years are listed below:

Contract number and commencement date	Contract details	Successful tenderer	Actual tender price (\$ million)	Anticipated completion date	Actual completion date
08/HY/2013 (1 April 2014)	Management and maintenance of public roads, including associated slopes, highway structures, tunnels, landscaping and minor improvement works on Kowloon East but excluding high speed roads	Sun Fook Kong (Civil) Ltd	343	29 June 2018	In progress
09/HY/2013 (1 April 2014)	Management and maintenance of public roads, including associated slopes, highway structures, tunnels, landscaping and minor improvement works on Kowloon West but excluding high speed roads	Shun Yuen Construction Co., Ltd.	372	29 June 2020	In progress
04/HY/2010 (1 April 2011)	Management and maintenance of roads on Hong Kong Island excluding high speed roads 2011 to 2017	China Road Bridge Corporation - Welcome Construction Company Ltd. - Joint Venture	836	31 March 2017	29 June 2017
01/HY/2016 (1 April 2017)	Management and maintenance of roads on Hong Kong Island excluding high speed roads 2017	Chiu Hing Construction & Transportation Co. Ltd.	598	31 March 2023	In progress

Contract number and commencement date	Contract details	Successful tenderer	Actual tender price (\$ million)	Anticipated completion date	Actual completion date
	to 2023				
HY/2013/10 (9 September 2013)	Upgrading of roadside man-made slopes/retaining walls in Urban Region (Package A)	China Geo-Engineering Corporation	63.6	8 September 2016	12 July 2017
HY/2017/03 (28 June 2017)	Upgrading of roadside man-made slopes/retaining walls in Urban Region (Package B)	China Geo-Engineering Corporation	98.88	27 December 2020	In progress
HY/2015/07 (28 January 2016)	Site and laboratory testing service for the Eastern Harbour Crossing	Fugro Technical Services Ltd.	3.453	21 December 2017	2 January 2018
HY/2014/11 (11 June 2015)	Site and laboratory testing services for the Cross-Harbour Tunnel	Fugro Technical Services Ltd.	1.69	22 November 2015	5 November 2015
11/HY/2007 (1 April 2008)	Management and maintenance of high speed roads in New Territories West and Kowloon, and roads in Hong Kong Port Area	Chiu Hing Construction & Transportation Co. Ltd.	1,100	31 March 2016	31 March 2016
06/HY/2011 (1 April 2012)	Management and maintenance of Roads in Tai Po and North Districts excluding high speed road	Chiu Hing Construction & Transportation Co. Ltd.	278	31 March 2016	31 March 2016
07/HY/2011 (1 April 2012)	Management and maintenance of roads in Sha Tin, Sai Kung and Islands Districts	China Road and Bridge Corporation	700	31 March 2018	In progress
05/HY/2012	Management and maintenance of	Gammon - Welcome Joint	700	31 March 2019	In progress

Contract number and commencement date	Contract details	Successful tenderer	Actual tender price (\$ million)	Anticipated completion date	Actual completion date
(1 April 2013)	high speed roads in New Territories East and Hong Kong Island	Venture			
01/HY/2014 (1 April 2015)	Management and maintenance of roads in New Territories West excluding high speed roads 2015 to 2021	Shun Yuen Construction Co., Ltd.	1,200	31 March 2021	In progress
02/HY/2015 (1 April 2016)	Management and maintenance of roads in Tai Po and North Districts excluding high speed roads	Chiu Hing Construction & Transportation Co. Ltd.	371	31 March 2022	In progress
03/HY/2015 (1 April 2016)	Management and maintenance of high speed roads in New Territories West and Kowloon, and roads in Hong Kong Port Area	China Road and Bridge Corporation	850	31 March 2022	In progress
HY/2013/10 (9 September 2013)	Upgrading of roadside man-made slopes/retaining walls in Urban Region (Package A)	China Geo-Engineering Corporation	63.6	8 September 2016	12 July 2017
HY/2017/03 (28 June 2017)	Upgrading of roadside man-made slopes/retaining walls in Urban Region (Package B)	China Geo-Engineering Corporation	98.88	27 December 2020	In progress
19/HY/2014 (4 May 2016)	Upgrading of roadside man-made slopes/retaining walls in New Territories	Geotech Engineering Limited	92.74	3 May 2019	In progress

(b)

In the past three years, we issued about 615 numbers of works orders for carrying out emergency works including works on road subsidence. The details of those works orders with amount exceeding \$50,000 are listed in the table below:

Commencement date and period	Location	Contract details	Cost (\$)	Anticipated completion date	Actual completion date
4 March 2015	Victoria Park Road	Provision of lighting, signing and guarding to assist police for temporary traffic diversion; and provision of labour for traffic arrangement	69,100	6 March 2015	6 March 2015
11 April 2015	Queensway	Resurfacing of flexible carriageway	238,500	13 April 2015	12 April 2015
19 April 2015	Bonham Road	Removal of fallen tree	62,800	19 April 2015	19 April 2015
22 July 2015	Bonham Road	Removal of fallen tree	98,100	22 July 2015	22 July 2015
22 July 2015	Stanley Gap Road	Removal of hazardous landslide debris, slope surface protection and surface water control works	50,300	23 July 2015	23 July 2015
10 September 2015	Hang Yip Street	Repair of subsided road	56,300	12 September 2015	12 September 2015
20 October 2016	Bowen Road	Removal of hazardous landslide debris, slope surface protection and surface water control works	100,300	23 November 2016	23 November 2016
20 October 2016	Stanley Gap Road	Ditto	184,600	24 October 2016	4 November 2016
20 October 2016	Headland Road	Ditto	51,500	22 November 2016	11 November 2016
31 October 2016	Tai Tam Road	Ditto	79,700	30 November 2016	10 November 2016
19 June 2017	Tai Tam Road	Ditto	123,700	21 June 2017	21 June 2017
13 June 2017	Tai Tam Road	Clearance of landslide debris	209,100	14 June 2017	14 June 2017

Commencement date and period	Location	Contract details	Cost (\$)	Anticipated completion date	Actual completion date
		and provision of temporary barrier and guarding to fence off landslide area			
11 April 2017	Hoi Tan Street	Repair of subsided road	250,000	16 April 2017	16 April 2017
27 October 2017	Shing Fung Road	Repair of subsided road	108,600	28 October 2017	28 October 2017
10 August 2016	Tai Po Road - Tai Po Kau	Provision of lighting, signing and guarding for temporary traffic diversion; and application of protection with reinforcement and weep-holes to the failed slope and clear landslip debris	65,100	11 August 2016	11 August 2016
7 September 2016	South Lantau Road	Provision of lighting, signing and guarding for temporary traffic diversion; provision of labour and plant to remove landslide debris from slope and carriageway	67,000	7 September 2016	8 September 2016
11 October 2016	Wo Yi Hop Road	Provision of lighting, signing and guarding for temporary traffic diversion; excavation and removal of broken pavement; and relaying of road surface with bituminous pavement	53,900	12 October 2016	12 October 2016
19 July 2017	Bridge/ Flyover/	Provision of labour and plant	83,300	19 July 2017	19 July 2017

Commencement date and period	Location	Contract details	Cost (\$)	Anticipated completion date	Actual completion date
	Culvert at the junction of Tolo Highway and Tai Po Road - Tai Wo	to repair damaged concrete joint			

(c)

In general, the HyD carries out emergency works for the purpose of (1) the prevention of injury to any person; (2) the saving of life of any person; (3) the prevention of damage to any property; or (4) the prevention of serious interruption or disruption to any public transport system or utility.

For emergency works, the maintenance term contractor will immediately mobilise plant and labour so as to complete the works as soon as possible after receiving the HyD's works order. All relevant departments/authorities, such as the Hong Kong Police Force (HKPF) and the Transport Department (TD) will be informed immediately. If serious traffic disruption is anticipated, the HyD will immediately notify the Emergency Transport Co-ordination Centre of the TD to arrange the necessary publicity. The HyD will also notify the parties concerned, such as utility undertakings affected by the works as soon as possible, in case excavation is involved.

When a Tropical Cyclone No. 8 signal or higher is hoisted, a Red or Black Rainstorm Warning, a Landslip Warning, or Earthquake Intensity VI or above comes into effect, the HyD's Emergency Control Centre will be activated to deal with emergency cases. The centre will notify as well as coordinate with other departments including the TD (on road repair and clearance of road obstruction) and the Civil Engineering and Development Department (for landslip matters) as soon as possible.

For normal works, the HyD will submit the temporary traffic arrangement for the agreement of relevant authorities, such as the HKPF and the TD. The HyD will also notify the parties concerned, such as utility undertakings. The maintenance term contractors will normally be allowed a reasonable time to mobilise plant and labour to implement the works.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)268****(Question Serial No. 6115)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this regard, please advise on:

- (a) the expenses arising from traffic accident where government property is damaged, and the number of cases involving inability to recover the costs of repair from the car owner/driver in the past three years;
- (b) whether the Government has made public the costs of repairing government property damaged in traffic accidents? If so, please provide a reply using the table form below:

Damaged facilities	Charges for replacing the facilities	Charges for repair workers	Total repair cost

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 107)Reply:

(a)

In the past three years, the total cost for repair of road facilities under the purview of the HyD arising from 5 507 traffic accidents is about \$37 million. There are 266 cases which involved inability to recover the repair costs from the vehicle owner/driver.

(b)

In respect of the total cost for repair of road facilities under the purview of the HyD arising from traffic accidents, the HyD does not have the breakdown of the repair cost for each type of damaged road facilities as the contractors are paid on a lump sum basis.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)269

(Question Serial No. 6116)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this regard, please advise on the following:

- (a) Does the HyD have any plan to fully resurface the tunnels managed by the Government and to implement large-scale maintenance programmes? If so, what is the timetable? If not, what are the reasons?
- (b) Does the HyD have any plan to fully resurface the highways and trunk roads managed by the Government and to implement large-scale maintenance programmes? If so, what is the timetable? If not, what are the reasons?

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 108)

Reply:

(a) The programme of repaving tunnel roads is determined on the basis of the current conditions of individual tunnels. The HyD has planned to repave part of the tunnel tubes and toll plaza of Cross-Harbour Tunnel, part of the tunnel tubes and slip roads of Eastern Harbour Crossing, part of the tunnel tube of Kai Tak Tunnel, and part of the tunnel tube of Aberdeen Tunnel in 2018-19. We will continue to monitor the conditions of road pavement for various tunnels and carry out repaving works as and when necessary.

(b) The programme of road carriageway repaving works is determined on the basis of the prevailing conditions of individual roads. The bituminous pavement on different sections of expressways is resurfaced on a sequential basis at night time of weekdays throughout the year to maintain their serviceability. We will continue to monitor the conditions of road carriageway pavement and carry out repaving works as and when necessary.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)270****(Question Serial No. 5896)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Industrial accidents in relation to the Hong Kong-Zhuhai-Macao Bridge (HZMB) happened one after another. In this connection, please inform this Committee of the following:

- (1) Since the commencement of the HZMB and its related projects, what have been the respective quarterly figures on work injury cases?
- (2) Following from the above, what have been the respective numbers of workers injured and dead?
- (3) Following from the above, what have been the main causes of the accidents?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 165)Reply:

(1) – (2)

The information regarding the industrial accidents arising from the Hong Kong Boundary Crossing Facilities project as at end February 2018 is as follows:

Period	Number of Industrial Accidents	Number of Deaths	Number of Injured
Q4, 2011	0	0	0
Q1, 2012	0	0	0
Q2, 2012	1	0	1
Q3, 2012	1	0	1
Q4, 2012	2	1	15
Q1, 2013	2	0	2
Q2, 2013	2	0	2
Q3, 2013	2	0	2
Q4, 2013	6	0	6
Q1, 2014	0	0	0

Period	Number of Industrial Accidents	Number of Deaths	Number of Injured
Q2, 2014	0	0	0
Q3, 2014	2	1	1
Q4, 2014	4	1	3
Q1, 2015	0	0	0
Q2, 2015	0	0	0
Q3, 2015	0	0	0
Q4, 2015	2	0	2
Q1, 2016	3	0	3
Q2, 2016	1	0	1
Q3, 2016	5	0	5
Q4, 2016	5	0	5
Q1, 2017	5	0	5
Q2, 2017	13	0	13
Q3, 2017	3	0	3
Q4, 2017	7	0	7
Q1, 2018 (up to end February 2018)	4	0	4
Total	70	3	81

The information regarding the industrial accidents arising from the HZMB Hong Kong Link Road project as at end February 2018 is as follows:

Period	Number of Industrial Accidents	Number of Deaths	Number of Injured
Q2, 2012	0	0	0
Q3, 2012	0	0	0
Q4, 2012	0	0	0
Q1, 2013	1	0	1
Q2, 2013	3	0	3
Q3, 2013	12	0	12
Q4, 2013	6	0	6
Q1, 2014	9	0	9
Q2, 2014	16	0	16
Q3, 2014	13	0	13
Q4, 2014	12	1	14
Q1, 2015	7	0	7
Q2, 2015	14	0	14
Q3, 2015	11	0	11
Q4, 2015	14	1	13
Q1, 2016	14	0	14
Q2, 2016	15	0	15
Q3, 2016	15	0	15
Q4, 2016	19	0	19

Period	Number of Industrial Accidents	Number of Deaths	Number of Injured
Q1, 2017	7	2	9
Q2, 2017	1	0	1
Q3, 2017	2	0	2
Q4, 2017	0	0	0
Q1, 2018 (up to end February 2018)	0	0	0
Total	191	4	194

The information regarding the industrial accidents arising from the Tuen Mun-Chek Lap Kok Link project as at end February 2018 is as follows:

Period	Number of Industrial Accidents	Number of Deaths	Number of Injured
Q2, 2013	0	0	0
Q3, 2013	0	0	0
Q4, 2013	0	0	0
Q1, 2014	0	0	0
Q2, 2014	2	0	2
Q3, 2014	5	0	5
Q4, 2014	3	0	3
Q1, 2015	6	0	6
Q2, 2015	8	1	7
Q3, 2015	9	0	9
Q4, 2015	5	0	5
Q1, 2016	6	0	6
Q2, 2016	12	1	11
Q3, 2016	7	0	7
Q4, 2016	6	0	6
Q1, 2017	7	0	7
Q2, 2017	5	0	5
Q3, 2017	3	0	3
Q4, 2017	4	0	4
Q1, 2018 (up to end February 2018)	2	0	2
Total	90	2	88

(3)

The causes of the accidents are broadly categorised as (i) injuries by plants and object; (ii) injuries whilst carrying, lifting and working; (iii) fell from height; (iv) slippage; and (v) others.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)271****(Question Serial No. 6059)**

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department (HyD) states in the Estimates that the Government will proceed with the planning for the East Kowloon Line (EKL) in 2018-19. In this connection, will the Government inform this Committee of the following:

- (1) What is the timetable for the development of the EKL? When will the planning work be completed as planned? As anticipated, when will public consultation and feasibility study be conducted, and when will the works be commenced and completed?
- (2) It is noted that the MTR Corporation Limited (MTRCL) has already submitted its proposal on the EKL project. What are the details of the current proposed scheme for the EKL? What are the detailed alignment, locations of stations and cost estimate as anticipated?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 416)

Reply:

The MTRCL submitted a proposal for the EKL to the Government in end-July 2017. The Transport and Housing Bureau, the HyD and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community.

In line with established procedures, prior to the finalisation of any new railway schemes, the Government will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)272****(Question Serial No. 6069)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not specifiedProgramme: (-) Not specifiedControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) will create 152 non-directorate posts and 1 directorate post in 2018-19. Regarding the newly created posts, please set out the post titles and job natures of the 152 non-directorate posts and 1 directorate post concerned.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 427)

Reply:

The HyD will create 178 new posts in 2018-19, i.e. 177 non-directorate new posts and one directorate new post. However, in the same year, 25 time-limited non-directorate posts will lapse, including the posts of six Senior Engineer, 11 Engineer/Assistant Engineer, one Electronics Engineer/Assistant Electronics Engineer, one Senior Quantity Surveyor, one Quantity Surveyor/Assistant Quantity Surveyor, one Senior Landscape Architect, one Landscape Architect/Assistant Landscape Architect, one Senior Survey Officer (Quantity), one Field Officer I and one Technical Officer/Technical Officer Trainee (Civil). Therefore, there is a net increase of 152 non-directorate and one directorate posts in the staff establishment in 2018-19.

The ranks and duties of the 178 new posts are summarised below –

Non-directorate new posts

Rank	Number of posts	Duties
Assistant Clerical Officer	1	To strengthen accounting support in the Accounts Section of Major Works Project Management Office
Engineer/Assistant Engineer	1	To cope with the increasing workload arising from the additional contract

Rank	Number of posts	Duties
		advisory services required for the implementation of New Engineering Contract forms, as well as the Central Kowloon Route project, the Universal Accessibility Programme and other new transport-related projects
Architect/Assistant Architect	1	To provide architectural support for major transport infrastructure projects
Senior Engineer	3* + 1	To support the implementation of the Universal Accessibility Programme, the hillside escalator links and elevator systems and covered walkways, which can help foster the concept of “Walk in Hong Kong”
Engineer/Assistant Engineer	2* + 6	
Senior Survey Officer (Quantity)	1	
Senior Technical Officer (Civil)	1	
Technical Officer/Technical Officer Trainee (Civil)	1*	
Senior Engineer	1	To support the delivery of the Central Kowloon Route project
Engineer/Assistant Engineer	9	
Senior Engineer	1	To support the conduct of feasibility study and investigation study for the Route 11 project
Engineer/Assistant Engineer	1	
Senior Geotechnical Engineer	1*	To support the delivery of the Tuen Mun-Chek Lap Kok Link and the Tuen Mun Western Bypass and to complete the remaining works of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Section (i.e. Hong Kong Link Road and Hong Kong Boundary Crossing Facilities)
Executive Officer I	1	
Engineer/Assistant Engineer	4*	
Quantity Surveyor/Assistant Quantity Surveyor	1*	
Senior Survey Officer (Quantity)	1*	
Electronics Engineer/Assistant Electronics Engineer	1*	
Senior Engineer	2* + 3	To implement new projects under the Railway Development Strategy 2014 and other potential railway-related developments
Engineer/Assistant Engineer	3* + 11	
Senior Electrical and Mechanical Engineer	1	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	
Senior Engineer	1	To plan and implement the Siu Ho Wan Depot Development
Engineer/Assistant Engineer	2	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	

Rank	Number of posts	Duties
Senior Engineer	1	To plan, commission and manage the railway part of the “Strategic Studies on Railways and Major Roads beyond 2030” and implement improvement measures in respect of light rail
Engineer/Assistant Engineer	3	
Engineer/Assistant Engineer	1	To take over the maintenance of the Central-Wan Chai Bypass and Island Eastern Corridor Link
Inspector of Works	1	
Assistant Inspector of Works	1	
Works Supervisor I (Civil)	5	
Works Supervisor II (Civil)	5	
Technical Officer/ Technical Officer Trainee (Civil)	1	
Assistant Clerical Officer	1	
Engineer/Assistant Engineer	1	To take over the maintenance of the essential public infrastructure works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and associated road sections of the West Kowloon Reclamation Development
Inspector of Works	1	
Assistant Inspector of Works	1	
Works Supervisor I (Civil)	1	
Works Supervisor II (Civil)	2	
Technical Officer/ Technical Officer Trainee (Civil)	1	
Assistant Clerical Officer	1	
Engineer/Assistant Engineer	1	To take over the structural maintenance of the lifts and barrier-free access facilities under the Universal Accessibility Programme
Inspector of Works	1	
Assistant Inspector of Works	1	
Works Supervisor I (Civil)	1	
Works Supervisor II (Civil)	2	
Senior Engineer	1	To take over the maintenance of the highway infrastructure of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road
Senior Estate Surveyor	1	
Engineer/Assistant Engineer	4	
Estate Surveyor	1	
Building Services Engineer/Assistant Building Services Engineer	1	
Landscape Architect/Assistant Landscape Architect	1	
Field Officer I	1	
Field Officer II/Assistant Field Officer	1	
Senior Inspector of Works	1	

Rank	Number of posts	Duties
Inspector of Works	2	
Assistant Inspector of Works	2	
Air-Conditioning Inspector	1	
Assistant Building Services Inspector	1	
Works Supervisor I (Civil)	2	
Works Supervisor II (Civil)	3	
Executive Officer I	1	
Treasury Accountant	1	
Senior Clerical Officer	1	
Clerical Officer	1	
Assistant Clerical Officer	1	
Clerical Assistant	2	
Senior Technical Officer (Civil)	1	
Technical Officer/Technical Officer Trainee (Civil)	2	
Senior Survey Officer (Quantity)	1	
Survey Officer/Survey Officer Trainee (Quantity)	1	
Senior Engineer	2	To support the public housing production target
Engineer/Assistant Engineer	2	
Senior Engineer	1* + 1	To support land supply, site production and other land development facilitating measures
Engineer/Assistant Engineer	2* + 2	
Senior Inspector of Works	1	
Inspector of Works	2	
Works Supervisor I (Civil)	2	
Works Supervisor II (Civil)	2	
Senior Engineer	1	To take over the maintenance of the Tate's Cairn Tunnel
Inspector of Works	1	
Assistant Inspector of Works	1	
Works Supervisor I (Civil)	2	
Inspector of Works	1	To enhance cleanliness of public highways and streetscape
Works Supervisor II (Civil)	4	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	
Assistant Inspector of Works	1	
Engineer/Assistant Engineer	1	To strengthen manpower support in the Audit Inspection Team

Rank	Number of posts	Duties
Senior Engineer	1	To support the adoption of Building Information Modelling technology in works projects
Engineer/Assistant Engineer	1	
Senior Technical Officer (Civil)	1	
Technical Officer/Technical Officer Trainee (Civil)	1	
Works Supervisor II (Civil)	3	To implement energy saving measures on road lighting
Senior Landscape Architect	1*	Provision of quality landscape and streetscape through proactive vegetation management
Landscape Architect/Assistant Landscape Architect	1* + 1	
Field Officer I	1*	
Survey Officer/Survey Officer Trainee (Engineering)	1	
Clerical Officer	1	
Engineer/Assistant Engineer	1	To strengthen support for overseeing the operation of public enquiry and complaint handling system, handling of enquiries from the media and the Ombudsman, and corresponding public relations issues
Technical Officer/Technical Officer Trainee (Civil)	1	
Total :	177	

Directorate new post

Rank	Number of post	Duties
Chief Landscape Architect	1	Provision of quality landscape and streetscape through proactive vegetation management
Total :	1	

* Extension of posts

– End –

CONTROLLING OFFICER'S REPLY

THB(T)273

(Question Serial No. 6073)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the figures given under Programme (2), there has been a year-on-year increase in the number of complaints associated with road maintenance. What are the reasons? Whether the Government has any counter measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 434)

Reply:

In 2016 and 2017, the Highways Department (HyD) received 13 150 and 13 560 complaints associated with road maintenance respectively. Over 90% of these complaints were received through phone calls, 1823 mobile apps and emails. The use of 1823 mobile apps, in particular, has become more common in recent years. It is expected that with the widespread use of smart phones and the convenient complaint channels available, as well as higher expectations on the conditions of public roads, the public will be more ready to report observed road defects.

The HyD is committed to maintaining a quality, safe and reliable road network. To keep the road network in a safe and serviceable condition, the HyD will carry out corrective repair works to rectify defects identified through regular road inspections, or reports by the public or relevant Government Departments as soon as reasonably practicable. For urgent cases involving occurrence of holes on road surfaces or damaged traffic signs, the HyD has pledged to complete the repair works within 48 hours upon receipt of complaints. In 2017, the HyD managed to complete 99.9% and 99.7% of the repair works for holes on road surfaces and damaged traffic signs respectively within 48 hours. The HyD also prioritises preventive maintenance works and draws up programmes on the basis of current conditions of individual facilities, the anticipated rate of deterioration and impacts to road users, so as to bring long-lasting improvements when the facilities show signs of wear and tear, but before serious defects emerge.

In addition, to cope with the ever increasing demand for road maintenance and to alleviate the traffic and environmental impacts during the course of maintenance works, the HyD will continue to keep abreast of the latest developments in technology and identify room for further improvement in undertaking road maintenance works.

– End –

CONTROLLING OFFICER'S REPLY**THB(T)274****(Question Serial No. 6074)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

According to the figures given under Programme (2), the provision for district and maintenance works in this financial year shows a substantial increase of 53%. In this connection, will the Government provide details on the uses for the increased provision, the necessity and the performance measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 435)Reply:

The provision for Programme (2) in 2018–19 is \$810.0 million (53.0%) higher than the revised estimate for 2017–18. This is mainly due to the increased provision for highways maintenance, general departmental expenses and workshop services for newly commissioned projects (including major projects such as Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road, HZMB Hong Kong Port, Central-Wan Chai Bypass and Island Eastern Corridor Link, Liantang/Heung Yuen Wai Boundary Control Point and associated works and Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link), filling of vacancies as well as a net increase of 90 posts in 2018–19.

The details of the key performance measures can be found in paragraph 12 of the Controlling Officer's Report of the Highways Department. An extract of paragraph 12 is provided below -

12. The key performance measures are:

Targets

	Target	2016 (Actual)	2017 (Actual)	2018 (Plan)
responding to public enquiries and complaints within seven working days (%)	100	99.9	99.9	100
clearing obstructions on expressways				
(i) arrive at reported location within two hours upon receipt of a report (%)	90.0	99.6	100	90.0

Targets

	Target	2016 (Actual)	2017 (Actual)	2018 (Plan)
(ii) clear the road obstructions within eight hours upon receipt of a report (%).....	100	100	100	100
rectifying untidy and unclean roadwork sites within three working days (%).....	100	100	100	100
displaying the purpose and the anticipated completion date of roadworks on site (%).....	100	99.9	99.9	100
repairing holes on road surface				
(i) within 24 hours (%).....	95.0	99.8	99.5	95.0
(ii) within 48 hours (%).....	100	99.9	99.9	100
repairing traffic signs				
(i) within 36 hours (%).....	95.0	99.4	99.1	95.0
(ii) within 48 hours (%).....	100	99.9	99.7	100
issuing road excavation permits to public utilities/road works permits within				
(i) eight working days (%).....	95.0	99.9	99.9	95.0
(ii) ten working days (%).....	99.0	100	99.9	99.0
issuing expressway works permits to public utilities within 12 working days (%).....	100	100	100	100
providing temporary pedestrian facilities where roadworks affect existing pedestrian routes (%).....	100	99.9	99.9	100
cleansing all footbridges and subways at least once per quarter (%).....	100	100	100	100
carrying out routine inspections on expressways (by vehicle) once every day (%)¶.....	100	100	100	100
carrying out routine inspections on trunk roads (by vehicle) once every seven days (%)Λ.....	100	100	100	100
carrying out routine inspections on primary distributors (by vehicle) once per month (%)ρ.....	100	100	100	100
inspection of highway structures and government road tunnels, including six-monthly superficial inspection, biennial general inspection and principal inspection to meet the capital project/maintenance programme (%).....	100	100	100	100
inspecting/cleansing traffic signs, directional signs and removing overgrown vegetation on expressways at least twice per year (%).....	100	100	100	100
inspecting/cleansing street name plates, traffic signs, directional signs, railings, barriers and planter walls at streets with high traffic flow at least once per quarter (%).....	100	100	100	100
inspecting/clearing exclusive road drains at flooding blackspots at least once per month during the wet season and once per quarter during the dry season (%).....	100	100	100	100

¶ Revised description of the previous target “carrying out safety inspections on expressways (by vehicle) once every day” as from 2017 to better reflect that the scope of inspections undertaken by the Department is not confined to safety issues.

Λ Revised description of the previous target “carrying out safety inspections on trunk roads (by vehicle) once every seven days” as from 2017 to better reflect that the scope of inspections undertaken by the Department is not confined to safety issues.

ρ Revised description of the previous target “carrying out safety inspections on primary distributors (by vehicle) once per month” as from 2017 to better reflect that the scope of inspections undertaken by the Department is not confined to safety issues.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)275

(Question Serial No. 6075)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under Programme (3) that the Highways Department (HyD) will “co-ordinate with the Mainland authorities on cross-boundary infrastructure developments”. Regarding the liaison groups established with the Mainland authorities, please set out the names, duties, numbers of staff involved and the costs shared by the Hong Kong Government.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 436)

Reply:

The cross-boundary infrastructure development in question is the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project. Officers at various ranks of the HyD make contact, discuss and exchange views with the Mainland authorities at different working levels on issues of mutual concern as and when necessary. The relevant expenses are absorbed by existing resources of the HyD. There is no separate breakdown of expenditure and manpower for this particular task.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)276

(Question Serial No. 5476)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Universal Accessibility (UA) Programme, please advise this Committee on:

- (1) the details of the works items completed in 2017-18;
- (2) the progress, rate of completion and anticipated completion date of the various works items under construction?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 176)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed (among which 21 items were completed in 2017-18), 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed

HyD Structure No.	Location	Present Status
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design

HyD Structure No.	Location	Present Status
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed

HyD Structure No.	Location	Present Status
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction

HyD Structure No.	Location	Present Status
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed

HyD Structure No.	Location	Present Status
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed

HyD Structure No.	Location	Present Status
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction

HyD Structure No.	Location	Present Status
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction

HyD Structure No.	Location	Present Status
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction

HyD Structure No.	Location	Present Status
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction

HyD Structure No.	Location	Present Status
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation

HyD Structure No.	Location	Present Status
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation

HyD Structure No.	Location	Present Status
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation

HyD Structure No.	Location	Present Status
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

Walkway involving more than one structure (item)

* Walkway that is not maintained by the HyD

– End –

CONTROLLING OFFICER'S REPLY

THB(T)277

(Question Serial No. 5479)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of hillside escalator links and elevator systems (HEL), please inform this Committee of the following:

- (1) What were the details on the planning and investigation for various items of works and their progress in 2017-18?
- (2) Up to now which items are still at the preparation stage and what are the estimated expenditures? (Please provide the anticipated completion dates and costs of these items.)
- (3) What are the number and details of items that must be shelved?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 177)

Reply:

The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for HEL to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the assessment results were reported to the Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted first by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, following a review on its manpower resources, the Highways Department (HyD) also completed the preliminary technical feasibility studies for the proposals ranked 11 and 12. The current progress of the 18 HEL proposals is summarised at **Annex**.

Of the 18 proposals, three are completed and opened for public use (ranked 1, 13 and 14³), four proposals are under construction (ranked 3, 5, 9 and 11). The cost estimates for these proposals are as follows:

Rank	Proposal	Cost Estimate (in money-of-the-day (MOD) prices) (\$ million)
1	Pedestrian Link at Tsz Wan Shan	608.0
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.7
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
13	Yuet Wah Street Pedestrian Linkage	78.0
14 ¹	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

Six proposals (ranked 2, 4, 6, 7, 8 and 12) are at different stages of planning, investigation and design. As at March 2018, the total expenditure for the design and study of these proposals is about \$16 million. The construction cost for the “Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung” (ranked 6) is estimated to be \$584.4 million in MOD prices, while the construction cost for other proposals under study and design are pending review.

We will seek funding approval from the Finance Committee of the LegCo within this legislative year for the “Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung” (ranked 6) with a view to commencing the construction of the project as soon as possible.

The taking forward of the HEL projects involves various considerations such as the alignment of the HEL, the flow of the pedestrians, the layout of the structures and the engineering designs, the impact on the surrounding environment, the views of the affected residents, the diversion of underground utilities and the associated land resumption (if needed). The projects can be considerably complex and, in some districts, controversial. The time required for implementing each project varies with the actual circumstances. We are continuing to take forward all the HEL projects ranked.

³ There are two proposals with the same ranking of 14. The one completed is “Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital”, which was implemented and completed by the Hospital Authority (HA), and mainly involved the construction of one lift.

Current progress of the proposals of the HEL

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. Prior to gazettal of the works, the HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. The HyD also briefed the Planning, Works and Housing Committee of the Eastern District Council on the project progress in February 2018. In view of the comments recently raised by various parties, the HyD is reviewing the design scheme with a view to obtaining a majority consensus for the project scheme.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The construction works commenced in February 2017 for completion in mid-2019.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. The comments received have been collated and analyzed. In view of the diverse views, the HyD plans to consult the C&WDC further on the project.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	The construction works commenced in June 2017 for completion in 2020.

Rank	Proposal	Progress of Project
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the detailed design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The Government published the notice of authorization to execute the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2017.</p> <p>The Government will strive to seek funding approval from the Finance Committee of the LegCo in 2017-18 legislative year with a view to commencing the construction of the project as soon as possible.</p>
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016 and on the revised design in January 2018. The HyD is currently following up on the suggestions and views regarding the revised design of the project further raised by relevant stakeholders and is making preparation for the gazettal of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The construction works commenced in December 2016 for completion in mid-2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes have completed the repair works for the slopes in February 2018. The HyD is revisiting this proposal.
11	Lift and Pedestrian Walkway System between Tai Wo Hau	The Government obtained funding approval from the Finance Committee of the LegCo in December 2017. The advance works for diversion of utilities

Rank	Proposal	Progress of Project
	Road and Wo Tong Tsui Street	commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.
12	Lift and Pedestrian Walkway System at Luen On Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained support from the Traffic and Transport Committee of the Kwai Tsing District Council on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, the HyD will consult the relevant residents as suggested by the Kwai Tsing District Council.</p>
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The Transport Department (TD) is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced works in November 2015. The works have been completed and the facility has been opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The TD is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The TD is working on the scope of the project. When this is determined, the HyD will carry out the preliminary technical feasibility study.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	Since the proposal involves complicated land issues, the TD will liaise with relevant departments on the land matters.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)278

(Question Serial No. 5492)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the East Kowloon Line, please inform this Committee of the following:

- (1) Whether the Government has completed examining the proposal submitted by the MTR Corporation Limited (MTRCL) in July 2017? What are the differences between the proposed alignment of the East Kowloon Line and that mentioned in the Railway Development Strategy 2014? As anticipated by the Government, what are the timings for consulting the public on the railway alignment and commencing the detailed design work of the project with a view to achieving the target of commencing the railway project by 2025?
- (2) What are the work, expenditure and manpower involved for the East Kowloon Line project as anticipated by the Highways Department (HyD) in 2018-19?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 178)

Reply:

- (1) The MTRCL submitted a proposal for the East Kowloon Line to the Government in end July 2017. The Transport and Housing Bureau (THB), the HyD and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community.

In line with established procedures, prior to the finalisation of any new railway schemes, the Government will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

- (2) As at March 2018, 0.5 Chief Engineer, one Senior Engineer and one Engineer in the HyD are tasked with assisting the THB in the implementation of the East Kowloon Line, with a total estimated staff cost of about \$3.02 million in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)279****(Question Serial No. 5494)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Daniel K W CHUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the maintenance of highway and associated facilities by the Highways Department (HyD), please advise the Committee on the following:

- (1) What are the respective numbers of maintenance works orders issued to contractors by the Offices of the HyD's Urban Region (Hong Kong), Urban Region (Kowloon) and the New Territories Region in 2016-17 and 2017-18?
- (2) What are the respective numbers of outsourced contractors currently engaged by the Offices of the HyD's Urban Region (Hong Kong), Urban Region (Kowloon) and the New Territories Region?
- (3) Please set out by region the respective numbers of maintenance works orders that the contractor concerned failed to complete on time in 2016-17 and 2017-18.
- (4) What are the respective numbers of complaints against the HyD for excessively long period of maintenance in 2016-17 and 2017-18?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 179)Reply:

- (1) For road maintenance, the works orders issued in 2016-17 and 2017-18 (up to February 2018) are set out below:

	Urban Region (Hong Kong)	Urban Region (Kowloon)	New Territories Region	Total
2016-17	2 287	2 730	7 149	12 166
2017-18 (up to February 2018)	1 635	2 505	6 372	10 512

- (2) There are currently ten term contracts (two under Urban Region (Hong Kong), two under Urban Region (Kowloon) and six under New Territories Region).

(3) The respective numbers of road maintenance works orders for 2016-17 and 2017-18 (up to February 2018) which could not be completed on time are set out below:

	Urban Region (Hong Kong)	Urban Region (Kowloon)	New Territories Region	Total
2016-17	34	53	366	453
2017-18 (up to February 2018)	90	42	127	259

(4) There are 16 and 19 complaints on excessively long period of maintenance for 2016-17 and 2017-18 (up to February 2018) respectively.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)280

(Question Serial No. 6376)

Head: (91) Lands Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Land Administration

Controlling Officer: Director of Lands (Thomas CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of railway projects completed and under construction, how many residents have been affected and how many claims have been made in the past five years? What are the expenditure and manpower involved in 2018-19 for the Lands Department to undertake work on land resumption and clearance, creation of easements and rights of temporary occupation, granting and administration of short term tenancies and land allocations required for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link?

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 162)

Reply:

We do not have readily available statistics on the overall number of residents affected by the railway projects completed and under construction. The total number of claims received under the Railways Ordinance (Cap 519) for various railway projects in the past five financial years (i.e. 2013-14 to 2017-18 (up to 15 February 2018)) is 86. For 2018-19, the estimated staff cost and the number of staff in the Lands Department for handling the land matters relating to the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link are about \$29 million and 43 respectively.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)281****(Question Serial No. 5650)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (5) Government FleetControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (a) Please provide the figures for the tonnages of ships registered in Hong Kong in the past five years.
- (b) Please provide specific information on the expenditure on vessels management and the manpower involved in vessels management in the Marine Department (MD) in the past five years.
- (c) Please list the details of and the estimated expenditure for the implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap 548) (the Ordinance) in 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (Leg Co use): 181)Reply:

- (a) The figures for the total tonnages of Hong Kong-registered ships in the past five years are set out below:

As at	31 March 2014	31 March 2015	31 March 2016	31 March 2017	28 February 2018
Total Gross Tonnage (million)	87.2	95.7	103.7	109.2	115.4

- (b) The expenditures incurred by the MD for the management of the government fleet and the manpower involved in each of the past five years are as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2013-14	438.9	498
2014-15	506.7	504

2015-16	495.8	502
2016-17	562.3	505
2017-18	579.5 (estimated)	514

- (c) The Ordinance governs the construction and operation of local vessels. The MD carries out initial and periodic surveys of ships and issues certificates to local vessels in accordance with the Ordinance. In respect of the regulatory regime on safety of shipboard works, the MD conducts regular safety inspections to ensure that vessel-related repairs, demolitions, cargo handling and marine construction works comply with the relevant safety requirements. In the event of non-compliance, warnings and directions will be issued to mandate rectification within a specified period. Where necessary, prosecutions will be conducted.

The regulatory work for local vessels and for safety of shipboard works is performed by the MD's existing staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)282****(Question Serial No. 5651)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Port ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (a) Please provide specific information on the expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the Marine Department (MD) in the past five years; and advise on the manpower involved in and the estimated expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the MD in 2018-19.
- (b) Please provide specific information on the number of emergency incidents handled by the MD in the past five years, and advise on the manpower involved in and the estimated expenditure on the handling of emergency incidents by the MD in 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 182)Reply:

- (a) Regulating shipping movements is one of the major functions of the Vessel Traffic Centre and the Aids to Navigation and Mooring Unit of the MD. The former monitors vessel movements round-the-clock through the vessel traffic service system and provides traffic information to vessels through very high frequency (VHF) radio. The latter serves and maintains navigational aids such as light houses, light buoys and beacons.

The Vessel Traffic Centre has an establishment of 71 staff members. The Aids to Navigation and Mooring Unit has an establishment of 29 staff members. Their respective expenditures in the past five years and their estimated expenditures for 2018-19 are as follows:

Year	Vessel Traffic Centre \$'000	Aids to Navigation and Mooring Unit \$'000
2013-14	64,067	21,895

2014-15	65,520	25,393
2015-16	66,714	24,306
2016-17	71,607	23,982
2017-18 (From 1 April 2017 to 28 February 2018)	69,873	20,895
2018-19 (Estimates)	75,073	26,884

To enhance vessel traffic service, the MD has installed two additional VHF radio channels on top of the original three VHF radio channels for communication with vessels. Due to the need for round-the-clock monitoring and listening watch on these five VHF radio channels, the Vessel Traffic Centre has increased its establishment by 12 staff members in 2017-18.

- (b) The numbers of emergency incidents handled by the MD in the past five years are set out below:

Year	2013	2014	2015	2016	2017
Number of Incidents	125	132	134	114	136

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 118 staff members. The handling of emergency incidents forms part of their normal duties. There is no separate breakdown on the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)283****(Question Serial No. 5652)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Local ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Please provide the figures on the Marine Department (MD)'s work in detaining and disposing of craft seized by enforcement agencies in the past five years.
2. Please list the details of the special operations conducted by the MD in the past five years and the expenditure involved.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 183)Reply:

1. The figures with regard to the detention and disposal of craft seized by enforcement agencies in the past five years are set out below:

Calendar Year	Total number of detained craft in DCA brought forward from the previous calendar year (a)	Number of detained craft handed over by the HKPF and the C&ED (b)	Number of detained craft released to the HKPF and the C&ED (c)	Number of detained craft disposed of by way of destruction by the MD (d)	Total number of craft detained in DCA carried forward to the following calendar year (a)+(b)-(c)-(d)
2013	105	40	12	26	107
2014	107	43	8	36	106
2015	106	30	40	8	88
2016	88	46	19	10	105
2017	105	26	15	19	97

Notes:

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&ED: Customs and Excise Department

2. The special operations conducted by the MD in the past five years are listed out below:

	2013	2014	2015	2016	2017
Inspection for safe carriage of passengers on vessels	17	17	19	23	23

Inspection for safe carriage of cargoes on vessels	4	4	4	2	2
Inspection for vessel speeding	20	19	21	18	19
Inspection for compliance with the International Regulations for Preventing Collisions at Sea on vessels	7	9	9	10	9
Organisation of safety seminars	2	2	2	2	2
Total	50	51	55	55	55

Special operations are conducted by the Harbour Patrol Section of the MD with an establishment of 118 staff members. As special operations form part of their normal duties, there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)284

(Question Serial No. 5653)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past five years, were found failing to carry adult lifejackets equivalent to 100% of the total number of persons on board; and the provision earmarked by the MD for carrying out periodical inspections of locally licensed vessels in 2018-19.
- (b) Please advise on the average time (in hours) taken by the MD to carry out periodical inspection on a locally licensed vessel and the expenditure involved in the past five years; and the projected average time (in hours) for the MD to carry out periodical inspection on a locally licensed vessel and the estimated expenditure involved in 2018-19.
- (c) Please advise on the number of locally licensed vessels for which licences were not renewed due to the failure to comply with the Merchant Shipping (Local Vessels) Ordinance and the relevant subsidiary legislation in the past five years.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 184)

Reply:

- (a) Between November 2012 and April 2013, 185 vessels were found to have fallen short of the adult lifejackets requirement in special inspections conducted by the MD. With MD's continued efforts to enforce and monitor compliance, at present, all locally licensed vessels fully comply with the requirement.

In 2018-19, periodical inspections of locally licensed vessels will be performed by 20 ship surveyors and ship inspectors. Periodical inspections form part of the normal duties of these officers, and there is no separate breakdown of the expenditure involved.

- (b) The time required for inspecting a vessel varies depending on the size and equipment of the vessel. The average time required for inspecting a vessel in the past five years ranges from two to seven hours. The average time for a periodical inspection of a locally licensed vessel in 2018-19 is estimated to be broadly similar. The periodical inspections carried out by the MD form part of the normal duties of MD officers, and there is no separate breakdown on the expenditure involved.
- (c) In the past five years, no local vessel could not renew their licence due to non-compliance with the Ordinance and its subsidiary legislation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)285

(Question Serial No. 5895)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the frequent incidents of workers falling into sea from the Hong Kong-Zhuhai-Macao Bridge site, please inform this Committee of the following:

- (a) the legally specified time limit for a rescue vessel to arrive at the rescue site and the corresponding legal provisions;
- (b) the legally specified maximum distance between a rescue vessel and the rescue site and the corresponding legal provisions;
- (c) the legally specified healthcare personnel and first aid equipment on board a rescue vessel and the corresponding legal provisions;
- (d) the legally specified types of lifejackets on board a rescue vessel and the corresponding legal provisions; and
- (e) whether rescue vessels should be arranged by the Marine Police or contractors.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 164)

Reply:

(a) to (e)

With regard to the Hong Kong-Zhuhai-Macao Bridge project, according to the Code of Practice for Safety and Health at Work (Land-based Construction over Water – Prevention of Fall) published by the Labour Department, whenever workers are employed to work over or adjacent to turbulent or tidal water, the contractor should provide at least one rescue boat with necessary equipment and manned by competent boatmen who have been trained in rescue and emergency procedures and have completed a course in first aid. In the event of an incident, such as workers falling into water or drowning, the contractor shall ensure swift response of the rescue vessels to handle the emergency situation before the arrival of launches from relevant departments such as the Marine Department, the Fire Services Department and the Hong Kong Police Force. These launches from various Government departments, apart from carrying out normal duties, also discharge search and rescue duty in a marine rescue operation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)286

(Question Serial No. 6076)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the statistics provided under Programme (3), year-on-year increases are shown on the numbers of collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters. In this connection, will the Government inform this Committee:

- (a) Where are the common spots for these incidents? Will the Government list out the respective numbers of accidents by areas of Hong Kong waters/principal fairways? What are the numbers of casualties involved?

Areas of Hong Kong Waters/Principal Fairways	Number of Incidents	Number of Casualties
E.g.: East Lamma Channel		
E.g.: West Lamma Channel		
E.g.: Rambler Channel		
E.g.: Aberdeen Channel		
E.g.: Victoria Harbour		
E.g.: Kap Shui Mun		
Others		

- (b) What types of vessels are involved in the incidents? Will the Government list out the respective numbers of incidents of various types of vessels in the past two years?

Vessel Types	Number of Incidents in 2016	Number of Incidents in 2017
Ocean-going		
Dangerous goods		
River trade		
Midstream		
Ferries		
Fishing		
Launches		
Service craft		

- (c) What are the main causes for the incidents? Are system issues such as the lack of speed restrictions and lenient marine traffic control involved? Are there any measures to minimise the risks of accidents?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 437)

Reply:

- (a) The Marine Department (MD) compiles marine incident statistics based on the grouping of Patrol Sectors (as shown at Annex 1). In 2016 and 2017, the numbers of marine incidents and the related casualties under Programme (3) (i.e. Local Services) involving locally-licensed, river trade and coastal vessels in Hong Kong waters with respect to Patrol Sectors are set out in Table 1 below.

Table 1: Numbers of marine incidents and related casualties with respect to Patrol Sectors

	2016		2017	
Patrol Sectors	Number of Incidents	Number of Casualties	Number of Incidents	Number of Casualties
Sector 1	30	3 injured	44	1 injured
Sector 2	21	11 injured	28	8 injured; 1 dead
Sector 3	18	5 injured	30	1 injured

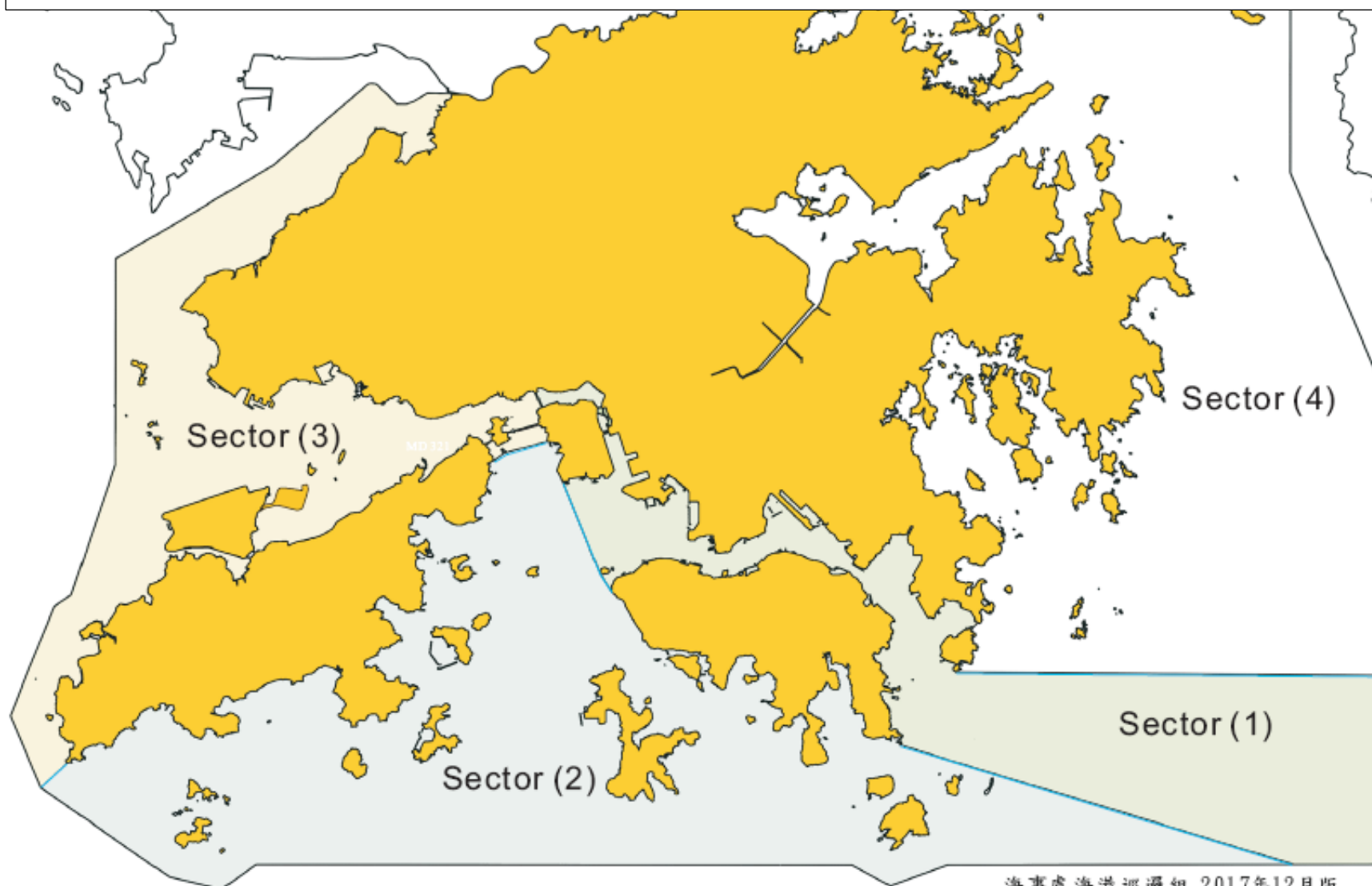
	2016		2017	
Patrol Sectors	Number of Incidents	Number of Casualties	Number of Incidents	Number of Casualties
Sector 4	24	3 injured; 1 dead	23	3 injured
Total	93	22 injured; 1 dead	125	13 injured; 1 dead

- (b) The table at Annex 2 provides a detailed breakdown of the number of marine incidents with respect to the nature of incidents corresponding to the types of vessels involved.
- (c) As shown in Table 1, the number of marine incidents increased from 93 in 2016 to 125 in 2017. Further examination of the breakdown of the marine incidents in 2017 reveals that the greatest increase was for marine incidents due to “Striking with Vessel” across all patrol sectors. A major cause of this kind of incidents is the more adverse weather conditions brought by stronger tropical cyclones in 2017, such as the super typhoon HATO hitting Hong Kong in August 2017, during when the highest tropical cyclone warning, No.10 Hurricane Signal, was hoisted. Such “Striking with Vessel” incidents were mainly caused by dragging anchors and parting mooring lines involving Class II (cargo vessels) and Class IV (pleasure vessels) which were not related to other factors such as the lack of speed restrictions or lenient marine traffic control.

In order to prevent and minimise the occurrence of marine incidents, including “Striking with Vessel”, during typhoon seasons, the MD will enhance promotional campaigns to remind vessel operators to take sufficient and effective typhoon precautionary measures during the onset and passages of typhoons, especially for those vessels with large windage area, with a view to ensuring the safety of all vessels, including moored and stationary vessels, in Hong Kong waters.

海事處巡邏分區

Marine Department Patrol Sectors



海事處海港巡邏組 2017年12月版

Annex 2 – Breakdown of the number of marine incidents with respect to the nature of incidents corresponding to the types of vessels involved

Types of Vessels	Number of Vessels involved in 93 marine incidents in 2016					Number of Vessels involved in 125 marine incidents in 2017				
	Collision ¹	Stranding ²	Striking with Object ³	Striking with Vessel ⁴	Total	Collision	Stranding	Striking with Object	Striking with Vessel	Total
Class I Local Vessels ⁵	2	3	2	2	9	2	1	3	6	12
Class II Local Vessels ⁶	5	2	9	10	26	9	1	6	40	56
Class III Local Vessels ⁷	7	4	0	5	16	4	8	1	5	18
Class IV Local Vessels ⁸	6	18	5	15	44	5	12	6	55	78
Government Vessels	3	0	0	3	6	1	0	0	0	1
Cross Boundary High Speed Ferries	0	0	4	1	5	0	0	0	0	0
River Trade Vessels	7	2	4	27	40	6	6	6	39	57
Others ⁹	2	0	0	6	8	3	0	0	7	10
Total	32	29	24	69	154	30	28	22	152	232

Note:

1. “Collision” incidents are local vessels collided with another vessel(s) while both are underway.
2. “Stranding” incidents are local vessels running over a shoal, sandbank or ashore and remaining stationary there for any length of time.
3. “Striking with Object” incidents are local vessels striking with objects other than a vessel, such as piers, pillars, dolphins, buoys or any other objects etc.
4. “Striking with Vessel” incidents are local vessels striking with another vessel(s) which is/are not underway, i.e. make fast to shore, buoy or at anchor.
5. Class I Local Vessels are vessels carrying more than 12 passengers, which are mainly launches and ferries.
6. Class II Local Vessels are vessels carrying no more than 12 passengers, which are mainly working vessels such as cargo carriers including vessels carrying dangerous goods, lighters, tugs, vessels engaging midstream cargo operation etc.
7. Class III Local Vessels are exclusively used for fishing or related purposes.
8. Class IV Local Vessels are exclusively used for pleasure purposes.
9. Others are vessels not for local services such as ocean-going vessels or non-local vessels seeking shelter in Hong Kong during typhoon passage.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)287

(Question Serial No. 6077)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under Programme (3) that the Government will conduct a Grade Structure Review (GSR) for Marine Officer (MO) and Surveyor of Ships (SoS) grades. In this connection, will the Government inform this Committee of the details of the review? Does it involve the establishment of an independent marine accident investigation authority which is directly accountable to the Transport and Housing Bureau? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 438)

Reply:

The MO and SoS grades, which are the two core professional grades in the Marine Department (MD), have been facing persistent recruitment difficulties. In December 2016, the Administration invited the Standing Commission on Civil Service Salaries and Conditions of Service (Standing Commission) to conduct a GSR for the two grades.

The Standing Commission submitted its findings and recommendations vide its Report No. 57 to the Chief Executive (CE) on 31 October 2017. One of the recommendations of the Standing Commission is to create a new assistant rank for both the MO and SoS grades, i.e. the Assistant Marine Officer (AMO) and Assistant Surveyor of Ships (ASoS) ranks, with a view to attracting younger candidates possessing good potential but who are not yet fully qualified for entry at the MO and SoS ranks to join the MD at an early stage of their career.

The Panel on Public Service (PS Panel) of the Legislative Council (LegCo) was consulted on 22 December 2017, and Members supported the GSR recommendations in general. At the meeting held on 13 February 2018, the Executive Council advised and the CE ordered that the GSR recommendations in Report No. 57 of the Standing Commission should be accepted in full. The PS Panel will be briefed again on 13 April 2018 before approval is sought from the Establishment Subcommittee and the Finance Committee (FC) of the LegCo. Upon FC's approval, the MD will launch recruitment for the AMO/ASoS and MO/SoS ranks as soon as possible.

The GSR was conducted with the aim to tackle the manpower shortage and succession problems of the MO and SoS grades. It did not cover the establishment of an independent marine accident investigation authority.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)288

(Question Serial No. 5267)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Marine Department (MD) will continue to follow up the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong. Please advise on the latest progress of such work as well as the staffing and estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 55)

Reply:

The latest progress of implementing the measures as recommended by the Review on Berthing and Sheltered Space for Local Vessels in Hong Kong is as follows: –

- (i) the MD has processed the first batch of applications for laying private moorings at the Hei Ling Chau Typhoon Shelter (HLCTS) and, with the support of the Sai Kung District Council, will soon invite applications for laying private moorings at the Yim Tin Tsai Typhoon Shelter (YTTTS). These measures aim to increase the utilisation of these two typhoon shelters. It is expected that the first batch of private moorings could be laid in HLCTS in April 2018 and in YTTTS by end of 2018;
- (ii) the MD continues to encourage the use of a more efficient type of mooring (i.e. double-berth pontoon mooring) in Pak Sha Wan Shelter Anchorage to increase its berthing capacity. A trial use of double-berth pontoon mooring is in progress;
- (iii) the MD implemented an enhanced mooring management measure in August 2017, which was to designate and reserve through administrative means a specific area within Kwun Tong Typhoon Shelter for exclusive mooring of non-Pleasure Vessels. The MD will review the effectiveness of the measure in roughly a year's time; and
- (iv) the MD consulted the Sai Kung District Council in March 2018 and obtained its support to expand the existing private mooring area at Tso Wo Hang with the aim

to reduce the pressure on sheltered spaces (in particular, typhoon shelters) so as to facilitate their use by non-Pleasure Vessels. Based on the experience in Tso Wo Hang, the MD will plan for consulting the Tai Po District Council for expanding the private mooring areas at Tai Mei Tuk and Shuen Wan Hoi.

The implementation of the above measures forms part of the normal duties of concerned staff. There is no separate breakdown on the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)289

(Question Serial No. 5268)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Marine Department (MD) will continue to implement the improvement measures regarding the collision of vessels near Lamma Island on 1 October 2012. What is the latest progress in the implementation of the various improvement measures? What will be the work plan, staffing and estimated expenditure involved in 2018?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 56)

Reply:

The Government will continue to follow up the improvement measures recommended in the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012" and the "Final Report of the Steering Committee on Systemic Reform of the Marine Department" in 2018-19.

The Government has already implemented various measures to enhance marine safety. For example, certain classes of local vessels are required to install navigation safety equipment (including automatic identification system, radar and very high frequency radiotelephone); the minimum liability cover of third party risks insurance for local vessels has been increased; and coxswains of certain local vessels are required to complete the navigation simulation assessment. The MD has commissioned the development of a prototype lifejacket suitable for use by both adult and child on local vessels. In 2018, the Government will continue the work on various legislative amendments to enhance marine safety, e.g. strengthening the lifejacket provision on board local vessels, requiring child passengers on board to wear lifejackets during major events at sea, and reforming the regulatory regime for pleasure vessels, etc. The Government plans to consult the Legislative Council (LegCo) Panel on Economic Development on the legislative proposals in 2018.

Moreover, the MD will continue to implement the recommendations of the organisational review concluded in 2016 with a view to improving its regulatory functions and business procedures. These include strengthening the communication between frontline staff and the management, developing systems and procedures to enhance reporting and

documentation, and making use of information technology to improve storage and shared use of information, etc. The MD will continue to implement measures to address the persistent recruitment difficulties and manpower shortage of its professional grades staff, such as, subject to LegCo Finance Committee's approval, implementing the recommendations of the grade structure review conducted for the two core professional grades in the Department.

In 2017-18 and 2018-19, the estimated expenditure (excluding staff cost) involved in taking forward the improvement measures to enhance marine safety is about \$1 million and \$0.5 million respectively. Breakdown on staff cost cannot be provided as the work is carried out by existing staff as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)290

(Question Serial No. 5272)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the management of public cargo working areas (PCWAs), please advise this Committee on the following:

- (a) The improvement projects implemented in each PCWA and the expenditures involved in the past three years;
- (b) The improvement projects to be implemented in each PCWA and the estimated expenditures in 2018-19; and
- (c) Some PCWA operators have indicated that the PCWAs lack facilities such as water and electricity supplies, and some roads have subsided because of disrepair. Will the Government consider exploring plans to improve the PCWAs with a view to enhancing the efficiency of cargo handling operations therein? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 60)

Reply:

- (a) The improvement projects implemented in each PCWA in the past three years and the expenditures involved are set out in Annex 1.
- (b) The improvement projects planned to be implemented in each PCWA in 2018-19 and the estimated expenditures involved are set out in Annex 2.
- (c) The Marine Department (MD) has been carrying out a project to install water pipelines and taps in all six PCWAs in phases since 2015. The installation works in Western District, Rambler Channel and Stonecutters Island PCWAs were completed in 2017. The works in Chai Wan, New Yaumatei and Tuen Mun PCWA are in progress, and is expected to complete in 2018.

Repair works on subsided sections of roads in PCWAs have been carried out by the

Architectural Services Department (ArchSD) as needed from time to time. The MD will continue to monitor the condition of the roads in PCWAs and request the ArchSD to carry out repair works as necessary.

As regards the additional power supply to meet the operational need of individual operators, the MD has provided the PCWA operators concerned with guidance and advised them to liaise with the relevant electricity company direct.

(i) Improvement Project in 2015 - 2016:

Concerned PCWA	Improvement Project in 2015-2016	Expenditure \$'000
Chai Wan PCWA	● Maintenance dredging for concerned berths	470
Rambler Channel PCWA	● Installation of carpark payment system	1,508
Stonecutters Island PCWA	● Installation of water pipelines and taps	560

(ii) Improvement Project in 2016 - 2017:

Concerned PCWA	Improvement Project in 2016-2017	Expenditure \$'000
New Yaumatei PCWA	● Replacement of winching system and power cables of high mast lightings (1st phase)	1,800
Rambler Channel PCWA	● Installation of water pipelines and taps	560
Western District PCWA	● Maintenance dredging for concerned berths	470

(iii) Improvement Project in 2017 - 2018:

Concerned PCWA	Improvement Project in 2017-2018	Expenditure \$'000
New Yaumatei PCWA	● Replacement of winching system and power cables of high mast lightings (2nd phase)	1,552
	● Repair works on subsided road	20
Western District PCWA	● Installation of water pipelines and taps	150
	● Improvement works on seawall	1,100

Concerned PCWA	Improvement Project planned in 2018-2019	Estimated Expenditure \$'000
Chai Wan PCWA	● Installation of water pipelines and taps	1,600
New Yaumatei PCWA	● Replacement of carpark payment system	3,852
	● Installation of water pipelines and taps	1,280
Rambler Channel PCWA	● Maintenance dredging for the berths concerned	3,300
Stonecutters Island PCWA	● Replacement of carpark payment system	2,924
Tuen Mun PCWA	● Installation of water pipelines and taps	830
	● Maintenance dredging for the berths concerned	1,700

- End -

CONTROLLING OFFICER'S REPLY

THB(T)291

(Question Serial No. 3721)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government inform this Committee of the estimated annual salary cost for the Secretary for Transport and Housing (STH) in 2018-19 and his number of days on leave between 1 July 2017 and February 2018? Please set out in table form the number, places and purposes of visits made by the STH since his assumption of office.

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 218)

Reply:

For budgetary purpose, the salary provision in respect of the position of the STH in 2018-19 is \$4.01 million.

Upon assumption of the post in 2017, STH is entitled to a total of 22 working days of vacation leave per year or such proportion of it on a pro rata basis in accordance with his employment contract. STH took three days of vacation leave between 1 July 2017 and 28 February 2018.

Relevant information on duty visits by STH between 1 July 2017 and 28 February 2018 is tabulated below:

Number of visits	Place of Visit	Purpose of Visit
14	Mainland China (Beijing, Jiangmen, Shenzhen, Hangzhou, Shanghai and Zhuhai), Macao, Singapore, The United Kingdom, Papua New Guinea, Germany	<p>(i) To attend meetings (e.g. to attend the 10th Asia-Pacific Economic Co-operation Transportation Ministerial Meeting in Papua New Guinea; to attend the first Asia Pacific Ministerial Conference on Civil Aviation in Beijing; to attend board meeting of the MTR Corporation Limited in Hangzhou; and to attend meetings relating to the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge in the Mainland.)</p> <p>(ii) To pay courtesy visits and to meet with relevant Government officials and representatives of local organisations (e.g. to visit Singapore to learn more about its latest developments in housing and transport; to visit the United Kingdom to promote Hong Kong as an international maritime centre; and to call on officials of the Ministry of Transport, the National Railway Administration, the China Railway Corporation, the Civil Aviation Administration of China, the Ministry of Commerce, the National Development and Reform Commission and the Hong Kong and Macao Affairs Office of the State Council in the Mainland.)</p> <p>(iii) To lead delegation on overseas visits (e.g. to lead a delegation comprising members of the Hong Kong Maritime and Port Board and representatives of the maritime industry to promote Hong Kong as an international maritime centre in Shanghai and Beijing; and to lead a delegation of the Hong Kong Logistics Development Council and industry representatives to Germany to promote Hong Kong as a regional premier logistics hub.)</p>

- End -

CONTROLLING OFFICER'S REPLY

THB(T)292

(Question Serial No. 3741)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to take forward the detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line (EKL), the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line under the Railway Development Strategy 2014 (RDS-2014). In this connection, please set out the efforts made and the progress of follow-up work for each railway line. It is reported that the Government has already received from the MTR Corporation Limited (MTRCL) feasibility study reports of some of the railway lines, including the EKL. What are the details, selected alignments and estimated expenditure stated in those reports?

Some people are of the view that the selected location of the EKL is on a hill and the construction works will thus be rather difficult. What measures does the Government have to address the problem? What is the current progress of the EKL project? What is the estimated time for seeking funding, commencing the construction and completing the project?

There are local views that the Government can extend the EKL to somewhere near the Hong Kong University for Science and Technology. What is the stance of the Government in this regard?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 239)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Transport and Housing Bureau invited the MTRCL to submit proposals for the implementation of the first batch of railway projects (i.e. the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension). The MTRCL submitted proposals for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the EKL to the Government in end December 2016, end March 2017 and end July 2017 respectively. The THB, the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposals and have requested the MTRCL to provide additional information and supplement details of the relevant proposals in order to ensure that its proposals will be practically feasible and bring maximum benefits to the community.

Moreover, the THB invited the MTRCL to submit proposals for the Tung Chung West Extension (and Tung Chung East Station) and North Island Line in January 2017 and June 2017 respectively. The MTRCL submitted a proposal for the Tung Chung West Extension (and Tung Chung East Station) in end January 2018, which is under evaluation by the THB, the HyD and relevant bureaux/departments.

We aim to consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension and the Northern Link (and Kwu Tung Station) within 2018.

The above work is undertaken by existing staff of the Transport Branch of the THB.

Given the hilly topography along the alignment of the EKL, the stations and tunnels will likely be situated deeply below ground. It is anticipated that long adits would be required for passengers to reach the stations and for routing supporting facilities such as ventilation equipment. Railway safety in respect of means of escape for passengers in case of emergency will also require careful consideration. Design and construction of the EKL is expected to be more complicated and costly compared with other rail projects.

The EKL scheme as recommended in the RDS-2014 would have the EKL terminating at Po Lam of Tseung Kwan O. We note the suggestion on further extending EKL from Po Lam to the University of Science and Technology. Such a suggestion would necessitate the extension of the railway alignment northeastward by about two kilometres. This suggestion, among others, will be considered with the entire EKL scheme holistically.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the details of the railway schemes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)293

(Question Serial No. 3745)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2018-19, it is mentioned that the Government will continue to oversee the construction and the operational arrangements of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) with a view to ensuring its smooth commissioning by the third quarter of 2018. Would the Government inform this Committee the commissioning date of the Hong Kong Section of the XRL? Please also provide the staffing provision responsible for the above work in 2018-19 as well as the estimated full-year expenditure on the salaries.

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 243)

Reply:

The supervision of the works for the XRL project is undertaken by the Highways Department, with the assistance of its Monitoring and Verification Consultant. The Transport Branch of the Transport and Housing Bureau has been deploying existing staff resources to oversee the implementation of the XRL project as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task. The XRL is targeted for commissioning in September 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)294

(Question Serial No. 5661)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. The Transport and Housing Bureau (THB) has been overseeing the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since 2010. What are the expenditure and number of officers involved so far? What are the estimated expenditure and number of officers involved by the THB in 2018-19 for such work? What is the latest completion date of the XRL?
2. Will the THB provide compensation, building repair services or other remedies to residents affected by the XRL project in 2018-19? What are the estimated expenditure and number of staff involved?
3. Regarding the THB's implementation of the "Universal Accessibility" (UA) policy to expand the existing programme for the retrofitting of barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways, what are the details and locations? What is the number of public consultations on the above policy to be conducted by the THB in 2018-19? What are the estimated expenditure and number of staff involved?
4. Did the THB conduct any study on the safety of public light bus (PLB) operation in the past five years? What were the outcome and expenditure involved? What were the number of accidents and casualties involving PLB across the territory in the past five years? What is the number of public consultations on the above policy to be conducted by the THB in 2018-19? What are the estimated expenditure and number of staff involved? What is the completion date of this study?
5. Will the Government continue to look into the usage of the existing three road harbour crossings in Hong Kong? If so, what is the number of public consultations on the above policy to be conducted by the THB in 2018-19? What are the estimated expenditure and

number of staff involved? What is the completion date of the study? If not, what are the reasons?

6. Regarding the review on the Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL), what is the number of public consultations on this issue to be conducted by the THB in 2018-19? What are the estimated expenditure and number of staff involved? Does the review of the THB cover the feasibility of buying back the MTRCL? What is the number of public consultations on the above issue to be conducted by the THB in 2018-19? What are the estimated expenditure and number of staff involved? What is the completion date of the review?

7. What is the construction progress of the Hung Shui Kiu Station of the West Rail Line (WRL)? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved? Will the THB study ways to improve the external transport service of Hung Shui Kiu, including increasing the number of bus routes and frequency, in 2018-19? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved?

8. What is the construction progress of the WRL's Tuen Mun Ferry Pier Station? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved? Will the THB study ways to improve the external transport service of Tuen Mun Ferry Pier, including increasing the number of bus routes and frequency, in 2018-19? What is the number of public consultations on the above issue to be conducted by the THB? What are the estimated expenditure and number of staff involved?

9. Will the THB conduct public consultations on the rationalisation of bus routes of various districts in 2018-19? What are the expenditure and number of staff involved?

10. What are the expenditure and number of staff involved in the public engagement exercise conducted by the THB for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in 2018-19?

11. What is the estimated completion date of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project? How will the Government avoid the recurrence of cost overruns and delays of this project?

12. Upon completion of the ERP Pilot Scheme conducted by the THB, what is the concrete implementation date of the Pilot Scheme? What are the estimated number of staff and expenditure involved?

13. Please set out the details of meetings held between the THB and the relevant Mainland departments on the co-location arrangement in 2018-19, including the date of meetings, venue of meetings, name list of participating officials of both sides and the expenditure involved?

14. If the commissioning of the HZMB cannot be on schedule, what will be the economic loss suffered by Hong Kong?

15. Please set out the details as to the progress of the review on the fare adjustment arrangement for franchised bus services (FAA) and the expenditure incurred in the past five years. Has the Government conducted adequate consultation on the above scheme? What are the details and specific amount of expenditure incurred? What are the details of continuing the above work by the Government and the estimate for such work in 2018-19?

16. Please set out the details of the average daily patronage, average daily train frequency and the number of train incidents of all MTR lines (including the Light Rail) in each of the past five years. Please list the estimated average daily patronage and average daily train frequency of all MTR lines (including the Light Rail) in 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 192)

Reply:

(1), (2) and (13)

The supervision of the works for the XRL project is undertaken by the Highways Department (HyD), with the assistance of its monitoring and verification consultant engaged. The THB has been deploying existing staff resources to oversee the implementation of the XRL project as part of their normal duties. The XRL is expected to be commissioned in September 2018.

Regarding the cases of alleged building damage caused by the construction of the XRL, if site inspection suggests that certain damage may have been caused by the construction works, the MTRCL will follow up with the property owners concerned. If there is no sign that the building damage is caused by the XRL works but the property owner concerned disagrees, an independent loss adjuster will be invited by the MTRCL, subject to the agreement of the property owner, to investigate into the cause. The assessment results will be reported to the property owner and the MTRCL, so that the MTRCL can take appropriate follow-up actions.

As at end February 2018, the MTRCL received a total of 492 reports of alleged damage, including reports of alleged damage to nearby buildings and other losses, in various districts along the XRL alignment. Among these 492 cases, 415 cases were found to be not related to the XRL project. The MTRCL has settled 53 cases with the property owners concerned, and is reviewing the remaining 24 cases. If the construction works lead to any losses of another person, all compensation payments involved will be settled by the insurance coverage of the relevant contract.

In 2018-19, the THB, together with relevant bureaux and departments, will continue to meet with the Mainland authorities on issues concerning the implementation of the co-location arrangement. As such issues will continue to be discussed as and when necessary, we cannot provide an estimate of the dates and details of such meetings. As for the expenditure involved, as far as the THB is concerned, we have been deploying and will

continue to deploy existing manpower and resources to handle any work related to the co-location arrangements, as part of their normal duties.

(3)

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible, (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The estimated expenditure on the UA Programme in 2018-19 is \$736.6 million. We will consult DCs on the scheme of the respective items, when drawn up. The work involved in consultation with the DCs will continue to be absorbed by existing manpower resources of the HyD with technical support to be provided by the consultant where necessary.

The list of projects under the UA Programme and their present status are set out in **Annex A**.

(4)

The Government did not conduct any large-scale study on the safety of PLB operation in the past five years. However, we have been monitoring and reviewing the issue. In the past few years, we introduced a number of new legislative requirements to enhance the safety of PLBs. Such requirements include mandating the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour and electronic data recording device for newly registered PLBs, as well as mandating applicants of the PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence. Moreover, the Transport Department (TD) has been maintaining communications with the PLB trade, through trade conferences and the PLB Road Safety Seminars, etc., with a view to working together in enhancing the safety of PLBs.

The number of traffic accidents and the number of casualties involving PLBs across the territory in the calendar years between 2013 and 2017 are set out in **Annex B**.

In 2018-19, the Government has no plan to conduct public consultation on the safety of PLB operation. As an on-going task, the TD will maintain regular communication with the PLB operators on matters relating to the enhancement of the safety of PLB operation. The Government will continue to review the needs of further enhancing the safety of PLB operation and propose legislative amendments when necessary. The above work will be undertaken by existing staff of the Transport Branch (TB) of the THB and the TD as part of their normal duties. There are no additional expenses involved.

(5)

The Transport Department (TD) has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). In 2018-19, the estimated expenditure for the study is \$2.22 million, and the TD deploys existing staff to manage the work relating to the study. After consulting the Legislative Council (LegCo) Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options, in the process, the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. The public can also express their views on the proposals. If there is broad community support for the proposals, these will be implemented through legislative amendments.

(6)

The Government and the MTRCL has completed the review of the FAM of the MTRCL and announced its outcome on 21 March 2017. The enhanced mechanism has come into effect in June 2017 and will continue to apply for 2018-2019. The mechanism contains features which aim at better responding to, among others, public concern about fares, the MTRCL's profitability and the public's affordability, while respecting the financial prudence required of the MTRCL as a listed company, on the premise that a transparent mechanism based on open and objective data and a direct-drive formula will be retained.

For details of the measures under the enhanced FAM, please refer to the LegCo Brief on "Review Outcome of the FAM of the MTRCL" issued by the THB on 21 March 2017.

The Government has no plan to buy back the MTRCL.

(7) to (9)

Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, the THB invited the MTRCL to submit a proposal for the implementation of the Tuen Mun South Extension. The MTRCL submitted a proposal for the Tuen Mun South Extension to the Government in end December 2016. The THB, the HyD and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details of the relevant proposal in order to ensure that its proposal will be practically feasible and bring maximum benefits to the community.

As regards the Hung Shui Kiu Station, we intend to issue an invitation to the MTRCL within this year to submit a proposal for the project.

The taking forward of individual railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each scheme, as well as the updated assessment of passenger transport demand and availability of resources at the time.

We aim to consult the public on the detailed alignment, location of station, mode of implementation, cost estimate, mode of financing and actual implementation timetable of the Tuen Mun South Extension within 2018.

Regarding bus route rationalisation and enhancement of public transport services at Hung Shui Kiu/Tuen Mun Ferry Pier, the TD has been closely monitoring the operation and quality of the public transport services across the territory. Service levels will be adjusted in a timely manner, having regard to the passenger demand through means such as introduction of new franchised bus/green minibus routes and adjustment to the existing services to cater for the demand for public transport services of the area concerned. Moreover, the TD regularly reviews the patronage of franchised bus service in different districts and works with the franchised bus companies to examine proposals for improving the franchised bus service in the districts concerned under the annual Route Planning Programme (RPP), with reference to the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes. The Traffic and Transport Committees (TTCs) of the respective District Councils (DCs) will also be consulted on the proposals. The TD is consulting the TTCs of the 18 DCs on the 2018-19 RPP, under which there are four proposals involving the franchised bus service at Hung Shui Kiu and three proposals involving the franchised bus service at Tuen Mun Ferry Pier. For details of the proposals for adjusting franchised bus services and their proposed routings, please refer to the consultation document issued by the TD to the TTCs of the DCs in December 2017, which can be downloaded from the TD's webpage (http://www.td.gov.hk/en/publications_and_press_releases/consultation_papers/transport_department/index.html). Bus route rationalisation and the public transport service planning are part of the normal duties of the TD, which is handled by the existing manpower and resources of the Department. There is no separate breakdown of the expenditure and staffing involved.

(10) and (12)

The public engagement exercise for the ERP Pilot Scheme was completed in 2016. The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result.

In 2018-19, the estimated expenditure for the feasibility study is \$6.4 million, and the TD plans to create 1 Senior Engineer post, 2 Engineer / Assistant Engineer posts, 1 Senior Technical Officer (Traffic) posts and 2 Technical Officer (Traffic) / Technical Officer Trainee (Traffic) posts for taking forward the ERP Pilot Scheme.

(11)

Based on the current progress, it is anticipated that the Southern Connection of the TM-CLKL can be completed in the first half of 2019 at the earliest; whilst the Northern Connection of the TM-CLKL can be completed in 2020 at the earliest.

The total approved estimate for the TM-CLKL project (i.e. Public Works Programme Items 6846TH “TM-CLKL - detailed design, site investigation and advance works” and 6857TH “TM-CLKL - construction works”) is \$46,708.2 million. Currently, there is no cost overrun. The HyD will continue to closely monitor the implementation of the project, control the increase in project cost as far as practicable, strive to overcome the relevant technical difficulties and endeavour to catch up with the works progress, so as to enable the commissioning of the TM-CLKL as early as possible.

(14)

Regarding the commissioning date of the HZMB, the governments of the three places are currently striving to improve the clearance conditions of the boundary crossing facilities. The commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

(15)

The Government is conducting a review of the FAA. The initial findings, as outlined in the Public Transport Strategy Study (PTSS) and reported to the LegCo Panel on Transport in June 2017, indicated that the arrangement should be kept intact, while the productivity gain value in the fare adjustment formula and the triggering threshold for the passenger reward arrangement could be updated. The initial data suggested that the value of productivity gain may revert from a negative value computed in the last review to a positive value, while the triggering threshold of 9.7% may be adjusted downwards slightly having regard to the latest changes in the overall economic situation and investment environment. We expect to conclude the exercise and implement the updated FAA in 2018 upon approval by the Chief Executive-in-Council.

The expenditure involved for a consultancy study to assist in the review on the FAA from 2014-15 to 2016-17 was about \$1.418 million. The current review is part of the PTSS. The consultancy studies in respect of the PTSS therefore also covered the review on the FAA. A sum of \$9.5 million was earmarked for conducting the consultancy studies in respect of the PTSS, and we do not have a breakdown of expenditure for the review on the FAA. The TB of the THB deploys existing staff to undertake the work relating to the review on the FAA without incurring additional expenditure.

(16)

The average daily patronage, the average train frequency and the number of incidents caused by factors under MTRCL’s control (including equipment failure and human factors) which led to service disruption of eight minutes or above in respect of each railway line between 2013 and 2017 as advised by the MTRCL are set out in **Annex C**.

According to the information provided by the MTRCL, between 2013 and 2017, the total patronage of all railway lines in the MTR network increased by 0.6% to 4.4% year-on-year.

Train frequency was also increased as appropriate. From 2018 to 2019, the patronage and the train frequency are expected to continue making a slight increase.

**List of projects under the UA Programme and
their present status**

Original Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed

Highways Department Structure No.	Location	Present Status
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design

Highways Department Structure No.	Location	Present Status
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design

Highways Department Structure No.	Location	Present Status
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction

Highways Department Structure No.	Location	Present Status
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed

Highways Department Structure No.	Location	Present Status
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction

Highways Department Structure No.	Location	Present Status
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong	Completed

Highways Department Structure No.	Location	Present Status
	Kong Institute of Vocational Education (Tuen Mun)	
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok	Completed

Highways Department Structure No.	Location	Present Status
	Street	
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

Highways Department Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports	Under construction

Highways Department Structure No.	Location	Present Status
	Road	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction

Highways Department Structure No.	Location	Present Status
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction

Highways Department Structure No.	Location	Present Status
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation

Structure No.	Location	Present Status
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation

Structure No.	Location	Present Status
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei	Under investigation

Structure No.	Location	Present Status
	Court Commercial Centre	
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Walkway involving more than one structure (item)

* Walkway that is not maintained by Highways Department

**Number of traffic accidents involving public light buses
across the territory in the calendar years between 2013 and 2017**

District	2013	2014	2015	2016	2017
Central and Western	49	57	47	34	34
Wan Chai	40	25	33	32	23
Eastern	54	44	54	41	35
Southern	44	46	36	55	50
Yau Tsim Mong	99	95	95	86	81
Sham Shui Po	47	25	58	37	40
Kowloon City	80	81	89	82	62
Wong Tai Sin	76	75	77	60	61
Kwun Tong	146	139	109	119	112
Kwai Tsing	99	87	82	86	72
Tsuen Wan	67	77	68	65	66
Tuen Mun	41	24	35	31	38
Yuen Long	60	67	78	104	93
North	59	62	64	42	45
Tai Po	27	39	27	44	44
Sha Tin	76	61	70	72	69
Sai Kung	30	30	36	51	54
Islands	0	0	0	0	0
Total	1 094 ^{Note 1}	1 034 ^{Note 2}	1 058 ^{Note 3}	1 041 ^{Note 4}	979 ^{Note 5}

Note 1: Most (897 accidents) of the accidents in 2013 were slight accidents.

Note 2: Most (879 accidents) of the accidents in 2014 were slight accidents.

Note 3: Most (866 accidents) of the accidents in 2015 were slight accidents.

Note 4: Most (882 accidents) of the accidents in 2016 were slight accidents.

Note 5: Most (837 accidents) of the accidents in 2017 were slight accidents.

**Number of casualties caused by traffic accidents involving public light buses
across the territory in the calendar years between 2013 and 2017**

District	2013	2014	2015	2016	2017
Central and Western	96	99	81	50	43
Wan Chai	68	31	41	49	24
Eastern	84	62	78	52	67
Southern	85	87	93	132	72
Yau Tsim Mong	181	132	131	104	98
Sham Shui Po	70	33	85	60	60
Kowloon City	115	123	119	138	95
Wong Tai Sin	95	113	101	78	105
Kwun Tong	246	233	164	166	188
Kwai Tsing	153	137	118	139	102
Tsuen Wan	97	102	115	75	89
Tuen Mun	57	53	48	51	53
Yuen Long	80	111	165	237	249
North	124	148	126	103	53
Tai Po	43	63	62	61	75
Sha Tin	139	122	143	106	116
Sai Kung	43	48	85	88	124
Islands	0	0	0	0	0
Total	1 776 ^{Note 1}	1 697 ^{Note 2}	1 755 ^{Note 3}	1 689 ^{Note 4}	1 613 ^{Note 5}

Note 1: Most (1565 casualties) of the casualties in 2013 were slightly injured cases.

Note 2: Most (1534 casualties) of the casualties in 2014 were slightly injured cases.

Note 3: Most (1526 casualties) of the casualties in 2015 were slightly injured cases.

Note 4: Most (1498 casualties) of the casualties in 2016 were slightly injured cases.

Note 5: Most (1454 casualties) of the casualties in 2017 were slightly injured cases.

Average daily patronage of the MTR between 2013 and 2017

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
passenger journeys ('000)												
2013	534.0	972.5	829.0	N.A.	292.4	207.3	17.7	37.4	979.4	128.5	384.4	470.3
2014	555.8	1 013.6	895.0	N.A.	305.8	221.5	18.1	40.8	994.9	134.9	410.7	477.3
2015	564.4	1 010.3	958.6	N.A.	313.2	222.9	16.4	43.1	992.4	138.5	418.1	482.6
2016	578.2 [#]	1 004.8	964.5	66.3*	320.7	223.1	14.9	44.1	974.4	142.6	420.4	488.3
2017	629.1	1 025.4	972.9	61.2	329.1	224.0	15.6	45.5	955.5	152.9	430.0	489.0

* The South Island Line commenced operation on 28 December 2016.

[#] The Kwun Tong Line Extension commenced operation on 23 October 2016.

Note: Since the heavy rail network operates as an open system, passengers can make interchanges between different railway lines within the network. Therefore, we are not able to provide information on the patronage of individual railway lines. The above figures are based on the number of passengers entering the stations.

Average train frequency of the MTR between 2013 and 2017

Year		Kwun Tong Line#	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line #	Tung Chung Line #	Disneyland Resort Line	Airport Express	East Rail Line #	Ma On Shan Line	West Rail Line	Light Rail*
(in minutes)													
2013	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3	N.A.	2.5 – 10	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 20
	Non-peak hours	3.5 – 5.9	3.5 – 5.5	4 – 6	N.A.	4 – 13.8	6 – 12	10	10 – 12	4 – 14	5 – 8	5.5 – 7	5 – 24
2014	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3	N.A.	2.2 – 6.7	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 20
	Non-peak hours	3.1 – 5.9	3.1 – 5.5	4 – 6	N.A.	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	5 – 8	5 – 7	5 – 24
2015	Peak hours [^]	2.1 – 2.5	2 – 2.5	1.9 – 3	N.A.	2.2 – 6.7	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 5.9	3.1 – 5.5	3.6 – 6	N.A.	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2016	Peak hours [^]	2.1 – 5 ^{##}	2 – 2.5	1.9 – 3	3.3 – 4.5 ^{**}	2.2 – 6.7	4 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	3.1 – 5.5	3.6 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2017	Peak hours [^]	2.1 – 5	2 – 2.5	1.9 – 3	3.3 – 4.5	2.2 – 6.7	4 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	2.8 – 5.5	3.1 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23

[^] Peak hours include the morning and evening peak hours on weekdays and Saturdays.

[#] Figures for the Kwun Tong Line, the Tseung Kwan O Line, the Tung Chung Line and the East Rail Line include frequencies of the different sections of these railway lines. Take the Kwun Tong Line as an example, the train frequencies for the “Tiu Keng Leng to Ho Man Tin” and “Ho Man Tin to Whampoa” sections are different, with “Tiu Keng Leng to Ho Man Tin” section during peak hours in 2016 being 2.1 to 2.5 minutes and the “Ho Man Tin to Whampoa” section being 4.2 to 5 minutes respectively. Therefore, the frequency for the Kwun Tong Line during peak hours in 2016 was 2.1 to 5 minutes as shown in the above table.

^{*} The Light Rail comprises 12 routes. The above figures include the average frequencies of the different routes.

^{**} The South Island Line commenced operation on 28 December 2016.

^{##} The Kwun Tong Line Extension commenced operation on 23 October 2016.

**Incidents caused by factors under MTRCL's control
(including equipment failure and human factors) which led to
service disruption of eight minutes or above between 2013 and 2017**

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
2013	23	13	2	N.A.	17	14	0	8	29	3	7	27
2014	31	13	9	N.A.	10	12	2	4	22	5	19	33
2015	13	7	15	N.A.	14	10	2	14	25	4	7	30
2016	11 [#]	8	10	1 [*]	10	10	0	6	22	5	7	27
2017	21	16	7	4	12	5	0	8	18	4	9	34

* The South Island Line commenced operation on 28 December 2016.

The Kwun Tong Line Extension commenced operation on 23 October 2016.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)295

(Question Serial No. 5662)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please advise this Committee of the specific expenditure incurred and the number of officers involved by the Transport and Housing Bureau (THB) in 2018-19 for working with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System (3RS) project at the Hong Kong International Airport (HKIA), including detailed design, relevant statutory procedures, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement.
2. Please set out the details of meetings held between the THB and the relevant Mainland departments on airspace management in relation to the 3RS of the HKIA in 2018-19, including the dates of meetings, venues of meetings, name lists of participating officials of both sides and the expenditure involved.
3. Please set out the details of the work of the THB on the financing arrangements for the 3RS of the HKIA in 2018-19, including the staff and expenditure involved.
4. Please set out the details of the work of the THB on the 3RS of the HKIA in 2018-19, including the staff and expenditure involved.
5. What are the anticipated commencement and completion dates of the 3RS of the HKIA?
6. How will the THB oversee the work of the AA to ensure the works for the 3RS of the HKIA will be vigorously monitored and will not contravene the conditions set out in the Environmental Permit?

7. How will the THB oversee the work of the AA to ensure the works for the 3RS of the HKIA will be vigorously monitored and completed within the estimated cost and by the anticipated completion date?

8. Please list the expenditure and income of the AA in the past five years. Please list the remuneration of the AA's Chairman and other Board Members in the past five years. Please list the remuneration of the AA's Chairman and other Board Members in 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 193)

Reply:

Number of officers and specific expenditure involved in the 3RS project

The Airport Expansion Project Coordination Office (AEPCO) was set up in the THB to assist and monitor the AA in the implementation of the 3RS project. The AEPCO has an establishment of 14 posts, comprising three directorate officers and 11 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,577,810 in 2018-19. (The three directorate posts, which were time-limited, lapsed on 1 April 2018. The re-creation of the posts are subject to the scrutiny of the Establishment Subcommittee and the Finance Committee of the Legislative Council.) The AEPCO assists, supports and monitors the works of the AA, including the detailed design of the 3RS project, financial arrangements, environmental mitigation and enhancement measures, and stakeholder engagement. There is no separate breakdown of the expenditure involved for the work mentioned above.

Monitoring the AA's implementation of the 3RS project

The Government keeps a close watch on the construction process with emphasis on cost control, progress monitoring, works quality assurance, risk management and contract interfacing through scrutinising progress reports provided by the AA, regular progress meetings with the AA and routine site visits. To enhance the monitoring of the 3RS project, the Government adopts a three-tier mechanism, which includes regular meetings between the Permanent Secretary for Transport and Housing (Transport) and the Chief Executive Officer of the AA; monthly meetings between the Head (AEPCO) and the Executive Director (Third Runway) of the AA; and monthly working level meetings between the AEPCO, its monitoring and verification consultant, and the 3RS project team of the AA.

The AEPCO has engaged independent engineering consultants to provide monitoring and verification services so as to support and assist the AEPCO in monitoring the AA's implementation of the 3RS project. The scope of services rendered by the independent engineering consultants mainly includes:

- (i) assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (ii) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;

- (iii) provision of expert advice on the tender documentation and contract procurement strategy, with particular focus on claims avoidance and the mechanism for dispute resolution; and
- (iv) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality assurance and contract interfacing arrangements. As for environmental monitoring, the engineering consultants will provide independent professional advice on the effectiveness of the mitigation measures recommended and implemented by the AA and whether these measures are in full compliance with the requirements of the Environmental Permit.

In 2018-19, the estimated expenditure for monitoring and verification consultancy services for the detailed design and construction stages of the 3RS project is about \$25.2 million.

Cost, commencement and completion dates of the 3RS

The 3RS project is estimated to cost about \$141.5 billion in money-of-the-day prices. The AA commenced the 3RS project on 1 August 2016. The AA will make use of internal sources of fund, external borrowings and levying an Airport Construction Fee to finance the project. It is expected that the project will take about eight years to complete.

Air traffic management arrangements in the Pearl River Delta (PRD) region

The THB maintains close and regular liaison with the Civil Aviation Administration of China (CAAC) on different civil aviation related matters on an on-going basis, including that on airspace optimisation of the PRD region. In 2018-19, the THB will continue its work on this front. Besides, the Tripartite Working Group (TWG), comprising CAAC, the Civil Aviation Authority of Macao SAR and the Civil Aviation Department of Hong Kong SAR, agreed to hold high level meeting twice a year to discuss airspace optimisation related issues in the PRD region. In accordance with that mechanism, it is expected that there will be one to two TWG high-level meeting(s) to be held in 2018-19. The THB will participate in such meeting(s) on a need basis. For the moment, a high-level TWG meeting is being planned in Q2/Q3 2018, with details to be confirmed. The expenses of all these liaison work are covered by the existing resources.

The AA's expenditure and income

In the past five years, the AA's expenditure and income were as follows:

	2012-13	2013-14	2014-15	2015-16	2016-17
Consolidated revenue (\$ million)	13,134	14,810	16,367	18,184	18,627
Consolidated total operating expenses (including depreciation and amortisation) (\$ million)	6,490	7,120	7,473	8,661	8,875

In the past five years, the remuneration of the AA's Chairman and Board Members was as follows:

	2012-13	2013-14	2014-15	2015-16	2016-17
Total remuneration of the AA's Chairman (\$ '000)	220	220	220	220 ¹	220 ¹
Total remuneration of all Non-executive Members of the Board² (\$ '000)	1,650	1,650	1,559	1,605	1,540
Total remuneration of all Executive Members of the Board (\$ '000)	6,391	6,177	7,951	9,862	9,870

¹ The incumbent Chairman has donated all his Chairman's remuneration to the University Entrance Scholarship for children of Airport Authority staff since his appointment in June 2015. The remuneration of the incumbent Chairman for 2015-16 and 2016-17 are \$183,000 and \$220,000 respectively.

² Where Members are public officers, remuneration paid to them is directly received by the Government rather than by the individuals concerned. The remuneration is credited to the General Revenue Account.

Pursuant to the Airport Authority Ordinance, the remuneration of the Chairman and Non-executive Members of the Board is determined by the Chief Executive. The Executive Member of the Board (i.e. the Chief Executive Officer of the AA) only receives basic compensation, performance-related compensation and retirement benefits, but not the remuneration paid to Board Members.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)296****(Question Serial No. 4403)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government previously launched the “Universal Accessibility” (UA) Programme to retrofit additional elevators in various districts across the territory. Would the Government provide the following information:

(a) the current number of public elevators provided at public footbridges, elevated walkways and subways in various districts across the territory:

District	Public footbridge	Elevated walkway	Subway
Central and Western			
Wan Chai			
Eastern			
Southern			
Kowloon City			
Wong Tai Sin			
Kwun Tong			
Yau Tsim Mong			
Sham Shui Po			
Tsuen Wan			
Kwai Tsing			
Sai Kung			
Sha Tin			
Tai Po			
North			
Tuen Mun			
Yuen Long			
Islands			
Total			

(b) the number of public elevators retrofitted in each district through the UA Programme in each of the past five years, as well as the relevant construction costs and maintenance and repair expenses incurred by each district:

District	2013				2014				2015				2016				2017			
	Number of additional elevators retrofitted	Total number of elevators	Construction cost (\$ million)	Maintenance and repair expenses (\$ million)	Number of additional elevators retrofitted	Total number of elevators	Construction cost (\$ million)	Maintenance and repair expenses (\$ million)	Number of additional elevators retrofitted	Total number of elevators	Construction cost (\$ million)	Maintenance and repair expenses (\$ million)	Number of additional elevators retrofitted	Total number of elevators	Construction cost (\$ million)	Maintenance and repair expenses (\$ million)	Number of additional elevators retrofitted	Total number of elevators	Construction cost (\$ million)	Maintenance and repair expenses (\$ million)
Central and Western																				
Wan Chai																				
Eastern																				
Southern																				
Kowloon City																				
Wong Tai Sin																				
Kwun Tong																				
Yau Tsim Mong																				
Sham Shui Po																				
Tsuen Wan																				
Kwai Tsing																				
Sai Kung																				
Sha Tin																				
Tai Po																				
North																				
Tuen Mun																				
Yuen Long																				
Islands																				
Total																				

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 41)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The list of projects under the UA Programme and their present status are set out in **Annex**. The numbers of items completed each year since 2013 are tabulated below:

District	No. of items completed in					
	2013	2014	2015	2016	2017	2018 (up to end Feb)
Central & Western				4	1	
Eastern			1		1	1
Islands						
Kowloon City		1			1	
Kwai Tsing		2		1	3	
Kwun Tong			1		1	
North			1	1	6	
Sai Kung					1	
Sha Tin		1				
Sham Shui Po		1	2	1		
Southern		3	2	1		
Tai Po			1	3	6	1
Tsuen Wan	1			3		
Tuen Mun			1	1	1	2
Wan Chai			5	1	3	
Wong Tai Sin					1	
Yau Tsim Mong			1	3	1	1
Yuen Long		1		1		
Total	1	9	15	20	26	5

The expenditures on the UA Programme in 2013-14, 2014-15, 2015-16, 2016-17 and 2017-18 were \$232.2 million, \$554.3 million, \$779 million, \$801.9 million and \$862.2 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The average capital cost and annual maintenance cost for each lift are around \$20 million and \$0.3 million respectively.

List of projects under the UA Programme and their present status**Original Programme:**

HyD Structure No.	Location	Type of Walkway	Present Status
Central & Western District			
HF37	Along Connaught Road Central near Exchange Square	Footbridge	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Footbridge	Completed
HF93	At Man Po Street near Pier Road	Footbridge	Completed
HF152	Across Harcourt Road near Citic Tower	Footbridge	Completed
HS3	Across Cotton Tree Drive near Murray Building	Subway	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Footbridge	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Footbridge	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Footbridge	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Footbridge	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Footbridge	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Footbridge	Under design
Eastern District			
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Subway	Completed
H162	King's Road Flyover across Kornhill Road	Elevated Walkway	Completed
HF78	Across Island Eastern	Footbridge	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
	Corridor and Chai Wan Road near Chai Wan Road Roundabout		
HF90A	Across King's Road and Tin Chiu Street	Footbridge	Under construction
Southern District			
HF59	Along Island Road at Deep Water Bay	Footbridge	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Footbridge	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Subway	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Subway	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Subway	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Subway	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Elevated Walkway	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Elevated Walkway	Under construction
Wan Chai District			
HF2	Across Gloucester Road near Luk Kwok Hotel	Footbridge	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Footbridge	Completed
HF35	Across Harbour Road near Harbour Drive	Footbridge	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Footbridge	Completed
HF57	Across Fleming Road near Harbour Road	Footbridge	Completed
HF65	Across Gloucester Road near Central Plaza	Footbridge	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Footbridge	Completed
HF160	Across Gloucester Road	Footbridge	Completed

HyD Structure No.	Location	Type of Walkway	Present Status
	near Central Plaza		
HS10	Across Wong Nai Chung Road and Queen's Road East	Subway	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Footbridge	Under construction
HF116	Across Gloucester Road near Stewart Road	Footbridge	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Footbridge	Under construction
HF145	Across Gloucester Road and Fenwick Street	Footbridge	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Footbridge	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Footbridge	Under design
Kowloon City District			
KF25	Across Waterloo Road near Suffolk Road	Footbridge	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Elevated Walkway	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Footbridge	Under construction
KF29	Across Kowloon City Road and San Shan Road	Footbridge	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Subway	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Subway	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Subway	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Subway	Under design
KS41	Across Chatham Road	Subway	Under design

HyD Structure No.	Location	Type of Walkway	Present Status
	North near Winslow Street		
Kwun Tong District			
KF44	Across Hip Wo Street near Cheung Wo Court	Footbridge	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Footbridge	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Footbridge	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Footbridge	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Footbridge	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Elevated Walkway	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Subway	Under design
Sham Shui Po District			
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Footbridge	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Footbridge	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Footbridge	Completed
KS47	Across Tai Po Road near Pei Ho Street	Subway	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Footbridge	Under construction
Wong Tai Sin District			
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Subway	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Footbridge	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Subway	Under construction
KS12	Across Choi Hung Road at	Subway	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
	Lok Sin Road		
KS35	Across Prince Edward Road East near San Po Kong Interchange	Subway	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Elevated Walkway	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Elevated Walkway	Under construction
Yau Tsim Mong District			
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Footbridge	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Subway	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Subway	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Subway	Completed
KS40	Across Nathan Road near Bute Street	Subway	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Footbridge	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Footbridge	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Footbridge	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Footbridge	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Subway	Under construction
KS49	Across Jordan Road near	Subway	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
	Canton Road and Ferry Street		
Kwai Tsing District			
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Footbridge	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Footbridge	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Subway	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Subway	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Subway	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Elevated Walkway	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Footbridge	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Footbridge	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Subway	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Subway	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Subway	Under construction
N546	Tsing Tsuen Bridge	Elevated Walkway	Under construction
North District			
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Footbridge	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Footbridge	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Footbridge	Completed

HyD Structure No.	Location	Type of Walkway	Present Status
NF212	Across Wo Hing Road near Wah Ming Road	Footbridge	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Footbridge	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Subway	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Footbridge	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Footbridge	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Footbridge	Under construction
NF104	Across Fanling Highway and San Wan Road	Footbridge	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Footbridge	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Footbridge	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Subway	Under design
Sai Kung District			
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Subway	Under construction
Sha Tin District			
NS38	Across Tai Po Road near Fo Tan Road	Subway	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Footbridge	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Footbridge	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Footbridge	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Subway	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Subway	Under construction
ST04	Across Tate's Cairn Tunnel	Footbridge	Under investigation

HyD Structure No.	Location	Type of Walkway	Present Status
	Toll Plaza		
Tai Po District			
NF81	Across East Rail Line Track near Kiu Tau	Footbridge	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Footbridge	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Footbridge	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Footbridge	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Footbridge	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Subway	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Subway	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Subway	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Subway	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Subway	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Subway	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Footbridge	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Footbridge	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Footbridge	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Subway	Under construction
Tuen Mun District			
NF31	Across Tuen Mun Road and	Footbridge	Completed

HyD Structure No.	Location	Type of Walkway	Present Status
	Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station		
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Footbridge	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Subway	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Subway	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Footbridge	Under construction
NF101	Across Wu Shan Road near Wu King Road	Footbridge	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Footbridge	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Footbridge	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Footbridge	Under construction
Tsuen Wan District			
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Footbridge	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Footbridge	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Footbridge	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Footbridge	Completed

HyD Structure No.	Location	Type of Walkway	Present Status
NF167	Across Tai Chung Road near Sha Tsui Road	Footbridge	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Footbridge	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Footbridge	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Subway	Under construction
Yuen Long District			
NF245	Across Fuk Hi Street near Wang Lok Street	Footbridge	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Subway	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Subway	Under construction

Expanded Programme:

HyD Structure No.	Location	Type of Walkway	Present Status
Central & Western District			
HF46	Across Possession Street near Lower Lascar Row	Footbridge	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Footbridge	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Footbridge	Under construction
Eastern District			
HF163	Across Siu Sai Wan Road near Harmony Road	Footbridge	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Footbridge	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Footbridge	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
Southern District			
HF104	Across Aberdeen Praya Road near Nam Ning Street	Footbridge	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Footbridge	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Elevated Walkway	Under construction
Wan Chai District			
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Footbridge	Under construction
HS9	Across Canal Road East near Sports Road	Subway	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Footbridge	Implementation programme under review
Kowloon City District			
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Footbridge	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Footbridge	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Elevated Walkway	Under construction
Kwun Tong District			
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Footbridge	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Footbridge	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Subway	Under construction
Sham Shui Po District			
KF69	Across Lai Chi Kok Road and Tonkin Street	Footbridge	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Footbridge	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Footbridge	Under investigation

HyD Structure No.	Location	Type of Walkway	Present Status
Wong Tai Sin District			
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Footbridge	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Footbridge	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Footbridge	Under construction
Yau Tsim Mong District			
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Footbridge	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Footbridge	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Footbridge	Under construction
Islands District			
NF328	Across Yu Tung Road and Chung Yan Road	Footbridge	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Footbridge	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Subway	Under construction
Kwai Tsing District			
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Footbridge	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Footbridge	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Footbridge	Under construction
North District			
NF134	Across Fanling Highway near Fanling MTR Station	Footbridge	Completed
NF295	Across San Wan Road near Landmark North	Footbridge	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun	Subway	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
	Lane		
Sai Kung District			
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Footbridge	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Footbridge	Under construction
NF309	Across Po Ning Road near Po Shun Road	Footbridge	Under construction
Sha Tin District			
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Footbridge	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Footbridge	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Subway	Under construction
Tai Po District			
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Footbridge	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Footbridge	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Subway	Under construction
Tuen Mun District			
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Footbridge	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Footbridge	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Subway	Under construction
Tsuen Wan District			
NF186	Across Tai Chung Road near Heung Che Street	Footbridge	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Footbridge	Under construction

HyD Structure No.	Location	Type of Walkway	Present Status
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Footbridge	Under construction
Yuen Long District			
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Footbridge	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Footbridge	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Footbridge	Under construction

Next Phase:

Structure No.	Location	Type of Walkway	Present Status
Central & Western District			
HF6	Across Caine Road near Peel Street	Footbridge	Under investigation
HF135	Across Robinson Road near Vantage Park	Footbridge	Under investigation
Eastern District			
HF76	Across Island Eastern Corridor near Shun Tai Road	Footbridge	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Footbridge	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Subway	Under investigation
Southern District			
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Footbridge	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Footbridge	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Footbridge	Under investigation

Structure No.	Location	Type of Walkway	Present Status
Kowloon City District			
KS8	Across Prince Edward Road West near Lion Rock Road	Subway	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Elevated Walkway	Under investigation
KC01*	Across Junction Road near Renfrew Road	Footbridge	Under investigation
Kwun Tong District			
KS43	Across Chun Wah Road near Lok Wah South Estate	Subway	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Elevated Walkway	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Footbridge	Under investigation
Sham Shui Po District			
KF98	Across Lung Yuet Road near Chak On Road	Footbridge	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Footbridge	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Footbridge	Under investigation
Wong Tai Sin District			
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Footbridge	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Footbridge	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Footbridge	Under investigation
Islands District			
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Footbridge	Under investigation
Kwai Tsing District			
NF113	Across Lai King Hill Road near Yin Lai Court	Footbridge	Under investigation
K&T01*	Across Ching Hong Road	Footbridge	Under investigation

Structure No.	Location	Type of Walkway	Present Status
	near Cheung Hong Estate Commercial Centre No. 2		
K&T02*	Across Tsing King Road near On Pak House	Footbridge	Under investigation
North District			
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Footbridge	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Footbridge	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Footbridge	Under investigation
Sai Kung District			
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Footbridge	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Footbridge	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Footbridge	Under investigation
Sha Tin District			
NF137	Across Sha Kok Street near Sha Kok Estate	Footbridge	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Subway	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Footbridge	Under investigation
Tai Po District			
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Subway	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Footbridge	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Footbridge	Under investigation
Tuen Mun District			
NF98	Across Wu King Road near	Footbridge	Under investigation

Structure No.	Location	Type of Walkway	Present Status
	Siu Hei Court Commercial Centre		
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Footbridge	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Footbridge	Under investigation
Tsuen Wan District			
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Footbridge	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Footbridge	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Footbridge	Under investigation
Yuen Long District			
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Footbridge	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Footbridge	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Footbridge	Under investigation

Notes:

Walkway involving more than one structure (item)

* Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY

THB(T)297

(Question Serial No. 4497)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government considered introducing more models for barrier-free taxis and light buses to meet the needs of the elderly and persons with disabilities in future?

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 627)

Reply:

The Government is committed to promoting the concept of Transport for All, and has been enhancing the public transport facilities in collaboration with the public transport operators to promote a barrier-free transport system so as to cater for the needs of various passenger groups, including the elderly and persons with disabilities.

Under the law, different types of vehicles, irrespective of whether they are wheelchair accessible or not, are required to obtain vehicle type approval from the Transport Department (TD) before they can be operated on the road. In terms of taxis, the Government welcomes the use of wheelchair-accessible taxi (WAT) model, and will continue to assist the trade in identifying and introducing suitable new models. The number of WATs in Hong Kong has increased from about 20 in early 2015 to over 80 at present. The Government will continue to encourage taxi operators to use WAT models in providing taxi service. We understand that a major supplier in the market plans to introduce a new WAT model which complies with the statutory requirements in Hong Kong in the fourth quarter of 2018. We will keep in view the utilisation of the model by the public and the trade in future and consider how to encourage the trade to use such model.

The Government will introduce franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare as

well as with online hailing features. To encourage franchised taxi operators to use WATs, the Government has proposed that operators' fleet be required to comprise at least 50% WATs. If a bidder of franchised taxis proposes a percentage of WATs which is higher than the minimum requirement, its application will be accorded with a higher score under the tender assessment. This arrangement will help promote the use of WATs for operating franchised taxis, while encouraging the operator to provide a wider variety of vehicle types and compartment facilities to meet different needs of passengers. The Government is preparing the legislative work for introducing franchised taxis with a target of introducing the Bill into Legislative Council in the latter half of 2018.

As regards light buses, the Government also welcomes the introduction of new wheelchair-accessible models by the trade. In this connection, the Government has progressively launched the low-floor wheelchair-accessible light bus trial scheme since January 2018. The first low-floor wheelchair-accessible public light bus (PLB) has been put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) since 26 January 2018. Two more low-floor wheelchair-accessible PLBs will be introduced at two other hospital routes in phases by the third quarter of 2018, including New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) and Kowloon GMB Route No. 2M (Whampoa Station – Kowloon City via St. Teresa's Hospital). The TD will review the effectiveness of the trial scheme, in tandem with its regular survey on the market occupancy rate of light buses to be launched in the fourth quarter of 2018. If the trial scheme is considered feasible and desirable after the review, the Government will discuss with the trade on the feasibility of further promoting low-floor wheelchair-accessible PLBs.

In addition, the TD has been encouraging the trade to install various facilities to facilitate the use of PLB services by the needy and the elderly. The TD has made the installation of half-step at the middle door, handrails and call bells with indication lights a mandatory requirement for every newly registered GMBs and red minibuses since 15 August and 15 September 2017 respectively, to tie in with the gradual replacement of 16-seat PLBs with 19-seat ones. With more 19-seat PLBs entering the market, more PLBs will be equipped with such devices for the convenience of the elderly and persons with disabilities.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)298

(Question Serial No. 5057)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) will soon be commissioned. Regarding the proposal on toll levels, the Guangdong Province held a hearing in end 2017 in accordance with local laws. However, the Transport and Housing Bureau (THB) did not submit the relevant information to the Legislative Council. Even though Hon TIEN Puk-sun, Michael requested to discuss the proposal on toll levels for the HZMB Main Bridge at the Panel on Transport meeting, the Government refused to do so. With respect to the HZMB Authority, please advise of the following:

- (1) Please set out the post titles, number, functions and powers and names of officers of the HZMB Authority in the past five years.
- (2) What was the expenditure on the salaries of the officers?
- (3) Please set out the other expenses on the work of the HZMB Authority (please make sure to disclose this piece of information).
- (4) Would the Chief Secretary for Administration clarify whether or not officers of the HZMB Authority are accountable to this Committee or Hong Kong people?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 205)

Reply:

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and a 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing

facilities under the respective responsibility of the three governments.

Since the HZMB Main Bridge is situated in Mainland waters, its construction works and daily management shall be implemented in accordance with the Mainland laws and regulations. The HZMB Authority is jointly established by the governments of Guangdong, Hong Kong and Macao pursuant to the Mainland laws. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution legal entity, is responsible for the construction, operation, management and maintenance of the Main Bridge. It has to report to the three governments on the work from time to time. The three governments also hold regular meetings to monitor the work of the HZMB Authority.

The senior management of the HZMB Authority mainly comprises a Director, three Deputy Directors and a Chief Engineer. For the Director and the Chief Engineer positions, the three sides each recommended a representative for nomination by the Guangdong side. As for the Deputy Directors, the three sides each nominated one representative. Currently, the Deputy Director nominated by Hong Kong is a Senior Engineer of the Highways Department (HyD) on secondment to the HZMB Authority. The duty of the Deputy Director includes financial management, and related matters concerning the Main Bridge project. The Deputy Director also liaises with the HyD on matters which the HZMB Authority has to report to the Joint Works Committee of the Three Governments. The current notional annual mid-point salary value of a Senior Engineer is \$1,389,540.

The Transport Branch of the THB has been deploying existing staff resources to oversee the implementation of the HZMB project, as part of their normal duties. There is no separate breakdown for the expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)299****(Question Serial No. 4268)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will continue to implement the “Universal Accessibility” (UA) Programme this year. In this connection, please inform this Committee of the following:

Location of lift to be installed under the UA Programme	Current progress	Contract number	Contractor	Contract sum

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 189)

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, we are pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the “Next Phase”. We anticipate that the construction works for these items will commence progressively starting from 2019.

The list of projects under the UA Programme and their present status is at the **Enclosure**. The 18 works contracts, which have so far been awarded under the UA Programme, are tabulated below in the order of contract award dates.

Contract No.	Contractor	Awarded / Final[#] Contract Sum (\$million)
HY/2011/12	Hing Fu Engineering Co Ltd	52.8 [#]
HY/2012/01	Peako Engineering Co Ltd – Concentric Construction Ltd Joint Venture	86.8
HY/2012/11	Sun Fook Kong (Civil) Ltd	364 [#]
HY/2012/12	Sum Kee Construction Ltd	162.4
HY/2013/11	China Harbour Engineering Co Ltd	329.6
HY/2013/15	Dix Construction & Transportation Ltd	364.9
HY/2013/16	Granville Civil Ltd	114.3
HY/2013/23	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	370.8
CV/2014/02	Chun Wo Construction & Engineering Co Ltd	290
CV/2014/03	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	272
HY/2014/06	Welcome Construction Co Ltd - Vernaltex Co Ltd Joint Venture	369
HY/2014/12	Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture	215.2
CV/2015/01	Kwan On Construction Co Ltd	254.1
HY/2014/18	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	349.8
CV/2015/02	China Road and Bridge Corporation	320.1
CV/2015/08	Kwan On Construction Co Ltd – U-Tech Engineering Co Ltd Joint Venture	188.1
HY/2015/06	Excel Engineering Co Ltd	202.9
HY/2016/02	Excel Engineering Co Ltd - Lanon Development Limited Joint Venture	340.1

Notes:

[#] For the finalised works contract, the final contract sum is shown.

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed

HyD Structure No.	Location	Present Status
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design

HyD Structure No.	Location	Present Status
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed

HyD Structure No.	Location	Present Status
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction

HyD Structure No.	Location	Present Status
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed

HyD Structure No.	Location	Present Status
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed

HyD Structure No.	Location	Present Status
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road - Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road - San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction

HyD Structure No.	Location	Present Status
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road - Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road - Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction

HyD Structure No.	Location	Present Status
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction

HyD Structure No.	Location	Present Status
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction

HyD Structure No.	Location	Present Status
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation

Structure No.	Location	Present Status
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation

Structure No.	Location	Present Status
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation

Structure No.	Location	Present Status
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

Walkway involving more than one structure (item)

* Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY

THB(T)300

(Question Serial No. 4269)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will make preparation for the review on the special helping measures (SHM) for the six major outlying island ferry routes, with a view to completing the review in 2019. In this connection, please inform this Committee of the following:

1. Will the Government consider the feasibility of purchasing vessels and granting operators the rights to operate and manage, and assess whether this can lower the operating costs and the fares, so as to reduce the travelling expenses of residents? If so, what are the details? If not, what are the reasons?
2. Will the Government consider imposing penalties for the SHM? For example, if the service performance and service frequency are below standard, the subsidy to be received by the operator concerned under the SHM will be deducted. If so, what are the details? If not, what are the reasons? Will the Government provide support to the other eight routes to maintain the ferry services and enhance their service quality?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 190)

Reply:

1. The Government continues to provide SHM for the six major outlying island ferry routes (namely "Central – Cheung Chau", "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, "Central – Mui Wo", "Central – Peng Chau", "Central – Yung Shue Wan", and "Central – Sok Kwu Wan") in their current licence period 2017-20. In the mid term review (in the first half of 2019) for the current licence period, the Government will review whether the SHM would be the most desirable long term operation model for maintaining the financial viability of the ferry services.

The review will cover, inter alia, a detailed study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. The objective is to ensure service quality, long term financial sustainability of ferry operation, and a fair adjustment of fares.

2. Currently, apart from the six major outlying island ferry routes, there are eight other outlying island ferry routes¹. There are views that the SHM should be extended to these eight outlying island ferry routes. When the Government makes a decision on the long term operation model of the six major outlying island ferry routes in the first half of 2019, it will decide in one go whether and how the long term operation model to be selected at that time should be applicable to these eight routes.

The Ferry Services Ordinance (the Ordinance) (Cap. 104) stipulates that a licensee shall, at all times during the licence period, maintain to the satisfaction of the Commissioner for Transport a proper and efficient ferry service. Otherwise, the Transport Department (TD) would request the operator to improve the relevant ferry services. According to the Ordinance, if there is no good cause for the operator's failure in maintaining a proper and efficient ferry service, the relevant ferry service licence may be revoked. The TD monitors the service level, passenger demand, service arrangements and service quality of ferry routes, including the six major outlying island ferry routes, through on-site surveys. The TD will explore the feasibility of service enhancement with the operators in a timely manner as necessary. In the review of the most desirable long term operation model of the outlying island ferry routes, the Government will consider, inter alia, whether and how the existing mechanism on monitoring ferry services should be strengthened with a view to ensuring the continued provision of proper and efficient ferry services by the operators.

¹ The eight other outlying island ferry routes include "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O", "Discovery Bay – Central", "Discovery Bay – Mui Wo", "Ma Wan – Central" and "Ma Wan – Tsuen Wan".

- End -

CONTROLLING OFFICER'S REPLY**THB(T)301****(Question Serial No. 4270)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Government will oversee the implementation of the special helping measures for the six major outlying island ferry routes for the 2017-2020 licence period. In this connection, would the Government inform this Committee:

1. of the monthly patronage of the “Central – Cheung Chau” route in the past five years; and
2. whether the Government will set up a designated passage for Cheung Chau residents at the ferry piers and encourage the ferry operator to introduce “multi-ride tickets”?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 191)

Reply:

1. The monthly patronage of the “Central – Cheung Chau” ferry route from 2013 to 2017 is as follows:

	2013	2014	2015	2016	2017
January	665 772	736 918	741 639	679 227	793 695
February	710 862	772 383	765 850	758 798	709 879
March	785 901	790 943	801 555	813 410	730 644
April	727 461	897 125	932 225	750 298	927 400
May	798 685	788 120	816 688	828 645	803 711

June	764 007	713 855	708 822	695 328	638 337
July	823 413	810 736	784 571	828 452	753 842
August	865 065	914 409	902 207	828 370	792 756
September	720 981	702 684	754 197	714 843	655 410
October	833 920	779 097	802 394	799 647	796 253
November	753 807	761 370	805 936	751 688	753 171
December	764 253	737 259	788 824	829 458	805 272

2. With the support of the Islands District Council, the ferry operator of the “Central – Cheung Chau” route, New World First Ferry Services Ltd. (NWFF), has been providing monthly ticket passages at Cheung Chau Ferry Pier and Central Pier No. 5 for fast ferry service of the “Central – Cheung Chau” ferry route on all Saturdays, Sundays and public holidays (except the Jiao Festival held on the Buddha’s Birthday) since 19 August 2017. Regarding the request for providing multi-ride tickets for passengers of the “Central – Cheung Chau” route, the Transport Department consulted the local community on NWFF’s proposal. NWFF will study the detailed technical and operational arrangements for providing the multi-ride tickets, taking into account the views collected.

-End-

CONTROLLING OFFICER'S REPLY

THB(T)302

(Question Serial No. 4272)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been actively promoting the policy of using “railways as backbone”. In this connection, will the TD inform this Committee of:

1. the loading of each of the heavy rail lines during peak hours in the past five years; and
2. the loading of each of the light rail routes during peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 193)

Reply:

The loading of the heavy rail lines and light rail routes in 2013 to 2017 are set out in Annex.

1. The loading per hour per direction during morning peak hours for critical links of each of the heavy rail lines in the past five years is as follows:

Line		Critical link	2013		2014		2015		2016		2017	
			6 ppsm Note 1	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
East Rail Line		Tai Wai to Kowloon Tong	71%	100%	71%	100%	66%	93%	66%	93%	67%	94%
West Rail Line		Kam Sheung Road to Tsuen Wan West	70%	99%	74%	104%	74%	104%	70%	99%	72%	101%
Ma On Shan Line		Che Kung Temple to Tai Wai	57%	80%	57%	80%	57%	80%	58%	81%	32%	44%
Tseung Kwan O Line		Yau Tong to Quarry Bay	72%	100.6 %	72%	102%	69%	97%	69%	97%	70%	99%
Island Line		Tin Hau to Causeway Bay	66%	93%	67%	94%	69%	96%	69%	97%	72%	101%
South Island Line Note 2		Ocean Park to Admiralty	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	20%	28%	51%	71%
Kwun Tong Line		Shek Kip Mei to Prince Edward	67%	94%	67%	95%	66%	92%	67%	94%	73%	102%
Tsuen Wan Line		Yau Ma Tei to Jordan	70% Note 3	98% Note 3	70% Note 3	98% Note 3	73% Note 3	102% Note 3	73%	103%	81%	113%
Disneyland Resort Line		Sunny Bay to Disneyland	25%	35%	19%	26%	23%	32%	21%	29%	26%	37%
Sharing tracks at some sections	Tung Chung Line	Olympic to Kowloon	60%	84%	61%	85%	61%	85%	61%	86%	75%	106%
	Airport Express	Tsing Yi to Airport	46%	54%	52%	61%	40%	47%	42%	49%	46% Note 4	

Note 1: “ppms” stands for persons (standing) per square metre. For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

Note 2: The South Island Line was commissioned on 28 December 2016.

Note 3: The critical link of Tsuen Wan Line is “Tsim Sha Tsui to Admiralty” on or before 2015.

Note 4: The design of Airport Express is based on seat provision and the passenger density level in terms of the number of standees does not apply.

2. The loading in the busiest hour of morning peak hours of each of the Light Rail routes in the past five years is as follows^{Note 5}:

Light Rail route	Loading in the busiest hour of morning peak hours (%)				
	2013	2014	2015	2016	2017
505	86%	77%	94%	74%	78%
507	78%	81%	93%	83%	89%
610	76%	97%	88%	85%	69%
614 ^{Note 6}	87%	79%	80%	69%	67%
614P ^{Note 6}					
615 ^{Note 6}	95%	80%	85%	80%	87%
615P ^{Note 6}					
705	86%	67%	69%	87%	78%
706	92%	78%	75%	91%	78%
751	98%	74%	74%	96%	92%
751P	88%	83%	77%	78%	83%
761P	86%	84%	83%	81%	76%

Note 5: The loading of the Light Rail during peak hours is calculated based on a carrying capacity of about 200 passengers in a single-set Light Rail Vehicle (LRV). There are currently four generations of LRVs in operation, and vehicles of each generation vary slightly in their number of seats. According to the on-site observation during peak hours, the carrying capacity of a single-set LRV is about 200, which can be translated into a passenger density of six to seven ppsm.

Note 6: The figures show the average loading of Route 614/614P and Route 615/615P. The MTR Corporation Limited indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above four Light Rail routes can more accurately reflect the actual situation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)303

(Question Serial No. 4273)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Chief Executive's 2017 Policy Address that the Government is discussing the implementation details of the low-floor wheelchair-accessible light bus trial scheme with the relevant light bus operators. Examination and approval of the specifications and installations of the new vehicle models are underway. The first low-floor light bus was formally put into operation in January this year instead of the fourth quarter of last year as scheduled. The progress is considered slow. Some associations for the disabled are worried that the growth rates of low-floor light buses and 19-seat light buses are different and cannot cope with the demand of wheelchair users. In this connection, would the Government inform this Committee:

- (1) of the respective numbers of 16-seat and 19-seat public light buses which have passed the examination and registered in Hong Kong;
- (2) of the timetable for implementing the trial scheme and reviewing the effectiveness of the scheme;
- (3) of the criteria to be adopted by the Government for assessing the effectiveness of the trial scheme; and
- (4) whether the Government will provide incentives to the trade to speed up the provision of low-floor light buses; if so, of the details; if not, of the reasons?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 194)

Reply:

As at 2 March 2018, a total of 3 966 16-seat public light buses (PLB) and 384 19-seat PLBs have passed the vehicle examination and have since been registered in Hong Kong.

To facilitate barrier-free access by passengers with special needs, the Government launched the low-floor wheelchair-accessible PLB trial scheme in January 2018. The first low-floor wheelchair-accessible PLB has been put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) since 26 January 2018. Two more low-floor wheelchair-accessible PLBs will be introduced at two other hospital routes in phases by the third quarter of 2018, including New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) and Kowloon GMB Route No. 2M (Whampoa Station – Kowloon City via St. Teresa's Hospital). To tie in with the trial operation, the Transport Department (TD) has worked with the PLB operators to introduce facilitation measures, including the provision of telephone reservation service and queuing facilities for wheelchair users at PLB stands.

The TD will review the effectiveness of the trial scheme, in tandem with its regular survey on the market occupancy rate of light buses to be launched in the fourth quarter of 2018. The review will evaluate the operational effectiveness of the low-floor wheelchair-accessible light buses, including the technical and operational feasibility, repair and maintenance, and passengers' feedback, etc. If the trial scheme is considered feasible and desirable after the review, the Government will discuss with the trade on the feasibility of further promoting low-floor wheelchair-accessible PLBs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)304

(Question Serial No. 4317)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Bureau will continue to review the fare adjustment arrangement for franchised bus service in the coming year. Has the Bureau suggested to the bus companies that the half fare concession arrangement should be extended to students? If so, what are the details? If not, what are the reasons?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 287)

Reply:

The Government encourages operators to offer fare concessions as far as practicable having regard to the operational and financial situation, service nature of individual routes, and the needs of passengers. Since the commencement of the new franchise of Kowloon Motor Bus Company (1933) Limited (KMB) on 1 July 2017, the KMB has introduced a long-haul route fare concession scheme for full-time students (the concession scheme), under which students can enjoy concessionary half fare on their return trips if they use personalised Octopus cards with "Student Status" to take a daytime route solely operated by the KMB with a single adult fare currently at \$12 or above, and to pay the fare of the return trip on the same route or routes within the same group on the same day. As at end February 2018, a total of 87 KMB routes were included in the concession scheme. We will closely monitor the utilisation of the concession scheme and continue to encourage the KMB to extend the scheme to cover more routes, as well as other franchised bus companies to offer fare concessions to students.

As for the Fare Adjustment Arrangement for Franchised Buses (FAA), it is the mechanism for the Government to process applications for fare adjustment from franchised bus companies. The Government will take into account a basket of factors in deciding whether

it is necessary to adjust the fares of franchised buses and determining the adjustment rate before submission to the Executive Council for a decision. The Government is conducting a review of the FAA, and expects to conclude the exercise and implement the updated FAA in 2018, subject to approval by the Chief Executive-in-Council. The aforesaid concession scheme introduced by the KMB does not involve the FAA.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)305****(Question Serial No. 4320)**

Head: (158) Government Secretariat : Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and development of bus services, will the Government advise on the lost trip rates of each of the franchised bus companies in each of the past five years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 295)

Reply:

The lost trip rates of each of the franchised bus companies in each of the past five years are set out below:

Franchised Bus Company ^{Note 1}	2013	2014 ^{Note 2}	2015	2016	2017
KMB	2.8%	2.6%	1.3%	1.5%	2.0%
CTB(F1)	2.0%	1.7%	1.7%	2.0%	1.9%
CTB(F2)	1.0%	0.8%	1.2%	1.7%	1.6%
NWFB	2.6%	2.3%	2.0%	2.4%	2.6%
LW	1.4%	1.7%	1.2%	0.7%	1.4%
NLB	0.1%	0.1%	0.0%	0.3%	0.4%
Overall	2.6%	2.4%	1.4%	1.6%	2.0%

Note 1: KMB – Kowloon Motor Bus Company (1933) Limited

CTB(F1) – Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) – Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB – New World First Bus Services Limited

LW – Long Win Bus Company Limited

NLB – New Lantau Bus Company (1973) Limited

Note 2: The lost trip rates in 2014 took account of the first three quarters only to discount the impact of the Occupy Movement on the regularity of franchised bus services in the fourth quarter.

The regularity of franchised bus services involves service delays and lost trips. Service delays refer to situations whereby bus companies do operate bus departures that should be operated and yet buses do not depart or observe bus stops as scheduled. Lost trips refer to situations whereby bus companies fail to operate departures that should otherwise be operated. Regarding the regularity of bus services, some of the factors are within the control of bus companies, such as shortages of drivers and vehicles, vehicle breakdown, etc. However, some of the factors are external, such as public events, traffic congestion, traffic accidents or inclement weather, etc. The TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting surveys regularly and taking note of passengers' complaints or suggestions. Moreover, since 2015, the TD has adopted a new methodology for calculating lost trip rates to reflect more accurately the lost trip situation for specific periods for appropriate follow-up actions. The TD has also stepped up the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively. Bus companies have also taken more proactive measures in recruiting bus captains to ensure adequate manpower for the provision of services. With concerted efforts of different parties, lost trip situations of bus services have remained stable in recent years. The TD will continue to examine with bus companies the causes of lost trips, direct them to tackle such causes within their control, and urge them to adopt suitable measures to address other external factors as far as possible.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)306****(Question Serial No. 4356)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government inform this Committee of the post titles, annual salaries and scopes of work of the ten highest paid individuals in the Airport Authority Hong Kong (AA) in the past three years?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 355)

Reply:

The AA has been voluntarily complying with the disclosure provisions of the Rules Governing the Listing of Securities on the Stock Exchange of Hong Kong Limited for over ten years. The scope of disclosure is considered generally in line with market standard. The AA discloses in its Annual Reports the emoluments of AA's top executives, comprising the Chief Executive Officer (CEO) and currently eight Executive Directors. Their job descriptions are set out below –

Position	Job description(s)
CEO	Lead the AA's management team and oversee the operations of Hong Kong International Airport (HKIA) and its related infrastructure. Define strategic priorities that will enhance the airport's contribution to Hong Kong, and maintain its long-term competitiveness and sustainability.
Executive Director, Airport Operations	Oversee the planning and development of airport capacity and facilitation to meet the increase in demand, and maintain the high standard of service at HKIA. Ensure that HKIA operates in compliance with all statutory

Position	Job description(s)
	regulations and international standards while enhancing revenue and strengthening its reputation as a leading international airport.
Executive Director, Commercial	Develop and implement commercial strategies and identify potential high-quality tenants and operators for the airport's commercial portfolio, which spans retail, advertising and aviation logistics. Manage and grow revenue targets while maintaining a high standard of commercial offerings at the airport to enhance the passenger travel experience.
Executive Director, Corporate Development	Spearhead and oversee development projects that are essential to the overall strategic direction of the HKIA. In addition to identifying HKIA's long-term infrastructure and facilities' needs, play a pivotal role in engaging various constituents and taking their views into consideration. Ensure development projects are designed and built to meet growth demand.
Executive Director, Engineering & Technology	Spearhead the development and implementation of all capital works under the Two-runway System, drive programme and cost efficiency for both capital and maintenance projects, and oversee information technology strategies and technological/innovation developments in alignment with the AA's overall business direction.
Executive Director, Finance	Formulate and execute the AA's accounting and financial policies with a view to ensuring that the AA runs according to prudent commercial principles and best industry practices.
Executive Director, Human Resources & Administration	Oversee corporate culture development, human resources planning, talent management and succession planning, compensation and benefits policies, as well as stakeholder management for issues related to human resources.
Executive Director, Property Development	Oversee the AA's long-term assets and design of its commercial facilities as well as land use and property services at the airport.
Executive Director, Third Runway	Direct and control the planning, design and execution of the Three-runway System (3RS) project to ensure successful expansion of the HKIA into a 3RS airport.

The emolument of the AA's CEO was \$9.86 million in 2015-16, and \$9.87 million in 2016-17. As for Executive Directors, the aggregate of the emoluments were

\$35.90 million in 2015-16 and \$42.16 million in 2016-17. The following table indicates the number of Executive Directors, whose emoluments fall within the bands specified:

\$	2015-16	2016-17
500,001 – 1,000,000	1	1
1,500,001 – 2,000,000	-	-
3,500,001 – 4,000,000	1	1
4,500,001 – 5,000,000	3	2
5,000,001 – 5,500,000	-	3
5,500,001 – 6,000,000	3	1
6,000,001 – 6,500,000	-	1
	8	9[#]

[#] Due to the retirement and assumption of office of an Executive Director in 2016-17, number of Executive Directors in the concerned year is totalled at nine.

The AA's Annual Report for 2017-18 has not yet been published; hence information on the emoluments of AA's top executives are not yet available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)307

(Question Serial No. 5936)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch of the Transport and Housing Bureau (THB) will introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee in its Study of Road Traffic Congestion. In this connection, would the Government inform this Committee of:

- (i) information on the above initiative, including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress;
- (ii) information on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme), including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress;
- (iii) details of the work completed in 2017-18 and the work to be carried out in 2018-19; and
- (iv) information on exploring measures to control vehicle growth, including the department(s), number of staff, staffing establishment and rank involved, and the current situation of the initiative and expected work progress?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 135)

Reply:

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is community consensus, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the THB, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)308

(Question Serial No. 6029)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in both the 2017-18 Budget and the 2018-19 Budget that the Government has to contain the number of private cars to prevent traffic congestion and aggravation of roadside air pollution. However, it will launch a “one-for-one replacement” scheme to allow eligible private car owners who buy a new electric private car and scrap an eligible private car they own to enjoy concession. This measure will not reduce the growth of private cars. Would the Government inform this Committee :

- (a) whether there are any other measures to contain the growth of private cars; if yes, of the details (including the effectiveness and implementation timetable); and
- (b) of the new measures to contain the number and growth of private cars in 2018-19?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 132)

Reply:

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. The Government will actively explore measures to manage the fleet size of private cars as recommended by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong, including fiscal measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)309

(Question Serial No. 6379)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Environmental Protection Department announced in 2017 the Hong Kong's Climate Action Plan 2030+ (the Plan) which formulates the mitigation, adaptation and resilience measures to combat climate change. Please advise this Committee of the following: under the paragraph on "Controlling Rate of Private Car Growth" in the Plan, it is stated that "the annual private vehicle growth rate from 2010 to 2015 has surged to about 5% and this is clearly unsustainable by any measure in terms of land requirements, supporting infrastructure, car parking facilities, added traffic and the consequential environmental and climate impacts". What measures does the Government have to control the growth of vehicles, in particular the long-term trend of private car growth? Has the Government set a specific indicator? If so, what are the details? If not, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 43)

Reply:

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. The Government will actively explore measures to manage the fleet size of private cars as recommended by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong, including fiscal measures. The Government has not set a specific target for the growth of vehicles, but will endeavour to reduce the growth rate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)310

(Question Serial No. 5365)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention in 2018-19 of the 2018-19 Controlling Officer's Report include, in conjunction with the governments of Guangdong and the Macao Special Administrative Region as necessary, continuing to put in place cross-boundary transport and other arrangements to enable or facilitate the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB).

Would the Government inform this Committee of the following:

1. What were the amount of resources allocated by the Government in the past three years to the preparatory work for the launch of the second phase of a scheme which allows Mainlanders to apply for self-drive tours in Hong Kong in order to tie in with the commissioning of the HZMB? If so, what were the details? If not, what were the reasons?
2. Will the Government consider deploying additional manpower and resources to study the implementation of the scheme in the coming three years? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 60)

Reply:

At present, qualified Hong Kong private cars can apply for ad hoc quota for entering and leaving the Mainland via the Shenzhen Bay Port under the first phase (i.e. Hong Kong private cars going to the Mainland (with ad hoc quota)) of the Ad Hoc Quota Cross Boundary Private Cars Scheme. The Guangdong Provincial Government and the Hong

Kong SAR Government clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). As such, the arrangements for cross-boundary private cars between Hong Kong and Guangdong using the HZMB do not cover Guangdong private cars coming to Hong Kong using ad hoc quota.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)311

(Question Serial No. 4154)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of sign language interpretation services in the past five years, would the Government inform this Committee of the following:

1. whether sign language interpretation services have been provided; if so, the frequency, occasions and causes for providing the services in each year;
2. as a follow-up to the above question, the number of sign language interpreters involved in each year, their pay and the organisations to which they belong; the total expenditure involved in each year; and
3. whether the Government will consider allocating more resources to improve the services for communicating with the deaf and/or persons with hearing impairment in the future; if so, the details (including measures, manpower and expenditure involved and timetable, etc.); if not, the reasons for that?

Asked by: Hon LEUNG Yiu-chung (Member Question No. (LegCo use): 92)

Reply:

The Transport and Housing Bureau (Transport Branch) has provided sign language interpretation services to the hearing impaired at two press conferences on important policy issues since 2016-17. Two sign language interpreters from the Hong Kong Association of the Deaf were engaged through quotation exercises following established government procurement procedures. The total expenditure was less than \$100. We will continue to procure such services from non-governmental organisations in the welfare sector in the future having regard to operational needs.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)312****(Question Serial No. 5430)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the fund stated below, please provide details as to the balance, the amount of funding injected by the Government, investments or other revenue and the total expenditure in 2016-17 and 2017-18. If there is any fund under the purview of the Bureau but is not included below, please also provide the details accordingly.

1. Maritime and Aviation Training Fund (MATF)

Asked by: Hon MA Fung-kwok (Member Question No. (LegCo use): 90)

Reply:

The Government established the MATF with a commitment of \$100 million in April 2014 to support and encourage more young students and practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional competency of the two industries.

The expenditure and balance of the MATF in 2016-17 and 2017-18 (estimates by end March 2018) are as follows:

Year	Expenditure (\$million)	Balance (\$ million)
2016-17	12.27	73.53
2017-18 (Estimates)	22.57	50.96

- End -

CONTROLLING OFFICER'S REPLY**THB(T)313****(Question Serial No. 6098)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and exploring related cross-boundary transport arrangements in conjunction with the governments of Guangdong Province and the Macao Special Administrative Region. Please inform this Committee of the following:

What are the planned date of completion and the latest expected date of completion of the works for the HZMB Main Bridge?

What is the latest progress of the works for the HZMB Main Bridge?

Please provide the ranks and number of officers responsible for overseeing the works for the HZMB Main Bridge and the expenses involved in the past five years using the table below:

	Ranks of officers	Number of officers	Expenses involved
2016-17			
(Estimate)			

Please provide the details of the site inspections conducted for overseeing the works for the HZMB Main Bridge in the past five years using the table below:

	Date of site inspection	Number of officers	Details of inspection	Expenses involved

	Date of site inspection	Number of officers	Details of inspection	Expenses involved
2016-17				
2017-18 (Estimate)				

Please provide the details of the meetings held with the relevant Mainland and Macao authorities for overseeing the works for the HZMB Main Bridge in the past five years using the table below:

	Date of meeting	Number of participants	Details of meeting	Expenses involved
2016-17				
2017-18 (Estimate)				

Please provide the number of industrial casualties and the expenses involved in the works for the HZMB Main Bridge in the past five years using the table below:

	Date of industrial accident	Number of casualties	Details of industrial accident	Expenses involved
2017-18 (Estimate)				

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 89)

Reply:

For the HZMB Main Bridge, works have been basically completed. The remaining works mainly include the joint testing of the Traffic Control and Surveillance System of the three sides, as well as the final works of some ancillary facilities.

As regards the commissioning date of the HZMB, the governments of the three places are striving to improve the clearance conditions of the boundary crossing facilities. The commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

According to the agreement of the three governments, the HZMB Authority (as a legal person pursuant to the Mainland laws) jointly established by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. It has to report the works progress to the three governments from time to time. The three governments also hold regular meetings and conduct site visits from time to time to monitor the works progress of the HZMB Main Bridge. In the past five years (from 2013 to 2017), a total of 14 meetings were held by the Joint Works Committee of the

Three Governments to discuss issues relating to the entire HZMB project, including works progress of the HZMB Main Bridge. In the past five years (from 2013 to 2017), the Task Force of the HZMB, chaired by the National Development and Reform Commission, also held five meetings.

Under Head 158, the Transport Branch of the Transport and Housing Bureau has been overseeing the works of the HZMB Main Bridge with existing staff resources. There is no separate breakdown of operating expenses, staffing establishment and salary cost involved.

The HZMB Authority is directly responsible for the construction and management of the HZMB Main Bridge. In the event of industrial accidents or cases of work injuries, the contractors concerned are required to report to the HZMB Authority and the relevant local government department(s) in a timely manner. Since the commencement of construction of the HZMB Main Bridge, there were nine fatal accidents (relating to the Main Bridge) causing the death of nine workers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)314****(Question Serial No. 6099)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please inform this Committee of the following:

Please provide the details of the contracts on the works for the HKBCF, the HKLR and the TM-CLKL (including the planned date of completion and the latest expected date of completion) using the table below:

Contract number and commencement date	Details of contract	Name of contractor	Actual tender price	Planned date of completion	Latest expected date of completion

Please set out the latest progress of the works for the HKBCF, the HKLR and the TM-CLKL using the table below:

Contract number	Details of contract	Name of contractor	Progress of works	Reasons for delay	Latest expected date of completion

Please provide the number of consultants responsible for monitoring the works for the HKBCF, the HKLR and the TM-CLKL as well as the expenditure and details involved over the past five years using the table below:

Contract number	Name of consultant	Actual tender price	Details of consultancy work	Date of contract

Please provide the number of industrial casualties and the expenses involved for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

	Dates of Industrial Accidents	Number of Casualties	Details of Industrial Accidents	Expenses Involved

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 90)

Reply:

The information regarding the contracts of the HZMB HKBCF, the HKLR and the TM-CLKL is as follows:

Contract Number (Commencement Date)	Description of Works	Contractor	Awarded Contract Sum (\$ billion)
Contract No.: HY/2010/02 HZMB HKBCF - Reclamation Works (November 2011)	Construction of an artificial island of about 150 hectares (ha), of which about 130 ha is for the HKBCF and about 20 ha is for the southern landfall of the TM-CLKL	China Harbour Engineering Co. Ltd.	7.0

Contract Number (Commencement Date)	Description of Works	Contractor	Awarded Contract Sum (\$ billion)
Contract No.: HY/2011/03 HZMB HKLR – Section between Scenic Hill and HKBCF (May 2012)	Design and construction of the section of the HKLR between Scenic Hill and the HKBCF, and road links between the HKBCF and the Hong Kong International Airport	China State Construction Engineering (Hong Kong) Ltd.	8.9
Contract No.: HY/2011/09 HZMB HKLR – Section between the HKSAR Boundary and Scenic Hill (May 2012)	Design and construction of the section of the HKLR between the Hong Kong SAR boundary and Scenic Hill	Dragages - China Harbour - VSL Joint Venture	12.9
Contract No.: HY/2012/07 TM-CLKL – Southern Connection Viaduct Section (June 2013)	Design and construction of a dual two-lane viaduct between the HZMB HKBCF and the North Lantau Highway (NLH) with associated slip roads as well as modifications and realignment of sections of the NLH and Cheung Tung Road, and associated works	Gammon Construction Limited	8.7
Contract No.: HY/2012/08 TM-CLKL – Northern Connection Sub-sea Tunnel Section (August 2013)	Design and construction of a dual two-lane sub-sea tunnel of about 5 kilometres long between Tuen Mun Area 40 and the HZMB HKBCF and reclamation of about 16.5 ha at Tuen Mun Area 40	Dragages - Bouygues Joint Venture	18.2

Contract Number (Commencement Date)	Description of Works	Contractor	Awarded Contract Sum (\$ billion)
Contract No.: HY/2013/05 HZMB HKBCF and HKLR, and TM-CLKL Southern Connection –Traffic Control and Surveillance System (January 2014)	Design, supply and installation of a traffic control and surveillance system that covers mainly the roads at the HKBCF, the HKLR and the TM-CLKL Southern Connection	JSI - Autotoll Joint Venture	0.3
Contract No.: HY/2013/01 HZMB HKBCF – Passenger Clearance Building (April 2014)	Construction of Passenger Clearance Building, drop off deck/area, footbridges, and district cooling system, etc. for the HKBCF	Leighton - Chun Wo Joint Venture	8.4
Contract No.: HY/2013/02 HZMB HKBCF – Infrastructure Works Stage I (Western Portion) (July 2014)	Construction of the vehicular bridges and at-grade roads at the western portion of the HKBCF	China Harbour Engineering Co. Ltd.	2.4
Contract No.: HY/2013/12 TM-CLKL – Northern Connection Toll Plaza and Associated Works (July 2014)	Construction of a toll plaza of approximately 5.4 ha and associated structures, carriageways and footbridge, as well as modification and realignment of sections of Lung Mun Road and Lung Fu Road at Tuen Mun, and associated works	CRBC - KADEN Joint Venture	3.0

Contract Number (Commencement Date)	Description of Works	Contractor	Awarded Contract Sum (\$ billion)
Contract No.: HY/2013/04 HZMB HKBCF – Infrastructure Works Stage II (Southern Portion) (March 2015)	Construction of the vehicular bridges and at-grade roads at the southern portion of the HKBCF	China State Construction Engineering (Hong Kong) Limited	2.3
Contract No.: HY/2013/03 HZMB HKBCF – Vehicle Clearance Plazas and Ancillary Buildings and Facilities (April 2015)	Construction of vehicle clearance plazas, ancillary buildings and facilities, vehicular bridges, at-grade roads, drainage, sewerage, water supplies, landscape, utilities and electrical and mechanical works, etc. for the HKBCF	China Harbour Engineering Co. Ltd.	7.7
Contract No.: HY/2013/06 HZMB HKBCF – Automatic Vehicle Clearance Support System (AVCSS) (August 2015)	Design, supply, delivery, installation, testing and commissioning of the AVCSS for the HKBCF	ATAL Technologies Limited	0.2
Contract No.: HY/2014/04 HZMB HKBCF – Gantry Type X-ray Vehicle Inspection System (December 2015)	Design, supply, delivery, installation, testing, commissioning and maintenance of the Gantry Type X-ray Vehicle Inspection System for the HKBCF	Rapiscan Systems Pte Ltd	0.2
Contract No.: HY/2014/05 HZMB HKBCF – Remaining Ancillary Buildings and Facilities (December 2015)	Construction of the remaining ancillary buildings for the HKBCF	Leighton - Chun Wo Joint Venture	1.2

Contract Number (Commencement Date)	Description of Works	Contractor	Awarded Contract Sum (\$ billion)
Contract No.: HY/2014/10 TM-CLKL – Northern Connection Traffic Control and Surveillance System	Design, supply and installation of a traffic control and surveillance system that covers mainly the TM-CLKL Northern Connection	Tender evaluation in progress	-
Contract No.: HY/2017/10 TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works	Construction of an administration building, a toll control building and ancillary buildings and facilities for the Northern Connection, electrical and mechanical works, and re-provision of facilities for the Customs and Excise Department and the Fire Services Department	Tender evaluation in progress	-

For the HKBCF, the structural works of the Passenger Clearance Building were completed in 2017. All ancillary buildings in the vehicle clearance plaza have been topped out. The remaining works being carried out mainly include indoor fitting-out works, building services works, electrical and mechanical works, and road surfacing works. Installation of clearance facilities are also in progress.

For the HKLR, further to the complete connection of the viaduct, tunnel and at-grade roads of the HKLR in May 2017, road surfacing works and road facilities were completed in January 2018. The final works of some ancillary facilities are in progress.

As regards the commissioning date of the HZMB, the governments of the three places are striving to improve the clearance conditions of the boundary crossing facilities. The commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

For the TM-CLKL, based on the current progress, it is anticipated that the Southern Connection of TM-CLKL can be completed in the first half of 2019 at the earliest; whilst the Northern Connection of TM-CLKL can be completed in 2020 at the earliest.

The information regarding the consultancies for supervising the HKBCF, HKLR and TM-CLKL projects is as follows:

Agreement Number	Consultant	Consultancy Lump Sum Fee (\$ million)	Date of Agreement
Agreement No.: CE 28/2009 (CE) HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners	27	September 2009
Agreement No.: CE 36/2009 (HY) Tender and Construction of HZMB HKLR – Design and Construction	Ove Arup & Partners	40	September 2010
Agreement No.: CE 13/2010 (CE) HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	328	December 2010
Agreement No.: CE 7/2011 (HY) TM-CLKL – Design and Construction	AECOM Asia Company Limited	108	November 2011

The information regarding the industrial accidents arising from the HKBCF, HKLR and TM-CLKL projects as at end February 2018 is as follows:

Project	Number of Industrial Accidents	Number of Deaths	Number of Injured
HKBCF	70	3	81
HKLR	191	4	194
TM-CLKL	90	2	88
Total	351	9	363

The causes of the accidents are broadly categorised as (i) injuries by plants and object; (ii) injuries whilst carrying, lifting and working; (iii) fell from height; (iv) slippage; and (v) others. The compensation provided to the affected workers and their families as a result of the accidents is paid by the contractors of individual contracts.

The Transport and Housing Bureau (Transport Branch) as well as the Highways Department do not have separate breakdown on the relevant expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)315****(Question Serial No. 6100)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge project. Please inform this Committee of the following:

Please provide the ranks and number of officers responsible for overseeing the works for the HKBCF, the HKLR and the TM-CLKL, and the expenses involved in the past five years using the table below:

	Ranks of officers	Number of officers	Expenses involved
2016-17			
2017-18 (Estimate)			

Please provide the details of the site inspections conducted for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of site inspection	Number of officers	Details of inspection	Expenses involved
2016-17				
2017-18 (Estimate)				

Please provide the details of the meetings held with the relevant Mainland and Macao authorities for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of meeting	Number of participants	Details of meeting	Expenses involved
2016-17				
2017-18 (Estimate)				

Please provide the details of site visits organised for the Mainland and Macao authorities for overseeing the works for the HKBCF, the HKLR and the TM-CLKL in the past five years using the table below:

	Date of site visit	Number of participants	Details of site visit	Expenses involved and details
2016-17				
2017-18 (Estimate)				

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 91)

Reply:

Under Head 158, the Transport Branch of the Transport and Housing Bureau has been overseeing the works of the HZMB HKBCF, HKLR and TM-CLKL with existing staff resources. There is no separate breakdown of operating expenses, staffing establishment and salary cost involved.

The Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works. During the construction of the HZMB HKBCF, HKLR and TM-CLKL, the consultant engineers engaged by the Highways Department would deploy resident site staff to manage the daily operations of the works contracts, including supervising the contractors' performance in works progress, material testing, site safety, environmental protection measures, etc. The remuneration for the resident site staff and the expenditures on management of resident site staff for the HZMB HKBCF, the HKLR and the TM-CLKL are approximately \$2 billion, \$1.5 billion and \$2.6 billion (in money-of-the-day prices) respectively.

The entire HZMB project consists of two parts: the HZMB Main Bridge (comprising both bridge and tunnel sections) built in Mainland waters by the HZMB Authority; and the link roads and boundary crossing facilities under the respective responsibility of the three

governments. In other words, the Mainland and Macao do not oversee the works of the HZMB HKBCF, HKLR and TM-CLKL.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)316****(Question Serial No. 6101)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please inform this Committee of the following:

Please provide the details of the environmental mitigation measures (EMMs) taken for the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

Date	Company/Individual providing services on EMMs	Location of EMMs	Details of EMMs	Effectiveness of EMMs	Expenses involved

Please provide the details of the complaints received about the works for the HKBCF, the HKLR and the TM-CLKL over the past five years and the respective findings of investigations and complaint handling methods using the table below:

Date of complaint received	Date of complaint resolved	Contract/ Contractor being complained	Location of complaint	Details of complaint	Complaint handling methods	Expenses involved

Please provide the details of the incidents of offence in law involved in the works for the HKBCF, the HKLR and the TM-CLKL over the past five years and the respective findings of investigations and complaint handling methods using the table below:

Date of offence	Date of prosecution	Name of contract/contractor	Location of offence	Details of offence	Handling methods	Expenses involved

Please provide the details of the exceedance of water quality, air quality, noise level and Chinese white dolphin monitoring (including action level and limit level) in respect of the works for the HKBCF, the HKLR and the TM-CLKL over the past five years, and the respective findings of investigations and complaint handling methods using the table below:

Date of exceedance	Name of contract/contractor	Location of exceedance	Details of exceedance	Submission date of the report on exceedance	Handling methods	Expenses involved

It is noted that the works were prosecuted for contravention of the conditions set out in the Environment Permit. Did the Government incur additional expenses in this regard and what was the amount? Who was responsible for the payment? Please provide the information using the table below:

Date of offence	Date of prosecution	Name of contract/contractor	Location of offence	Details of offence	Handling methods	Expenses involved

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 92)

Reply:

- (a) Under the HZMB HKBCF, the HKLR and the TM-CLKL projects, a series of environmental mitigating measures have been implemented by the Government through contractual requirements to minimise the impact on the environment. Air quality mitigating measures employed include watering of construction sites every day, using wheel washing facilities at site entrances/exits, using low carbon fuel for construction plants, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control Ordinance (Cap. 311).

Noise mitigating measures employed include the adoption of good site practices and construction methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, proper maintenance of plant and equipment, and reducing the number of noise emitting plant and equipment operating simultaneously.

Mitigating measures to minimise impact on ecology during construction include using non-dredging method for reclamation and seawall construction, prohibiting underwater percussive piling, limiting the speed of construction marine vessels and setting up Chinese White Dolphin exclusion zone.

The expenditure and staff involved for implementing the above mitigating measures for air, noise and ecology are absorbed in the project cost of the relevant projects.

- (b) Complaints on the works for the HZMB HKBCF, the HKLR and the TM-CLKL mainly concern five major categories of issues, namely traffic issues, safety issues, works progress and project estimate, environmental protection issues and others. The complaints received by the Highways Department (HyD) between 2014 and 2018 (as at 21 March 2018) in relation to the above projects are summarised in the table below:

	2014	2015	2016	2017	2018 (As at 21 March 2018)	Total
General	9	11	8	14	2	44
HKBCF	1	8	13	25	1	48
HKLR	15	8	24	34	4	85
TM-CLKL	15	25	33	37	5	115
Total	40	52	78	110	12	292

A breakdown of the complaints by category is as follows:

Category of complaint	2014	2015	2016	2017	2018 (As at 21 March 2018)	Total
Traffic issues	9	26	38	29	6	108
Safety issues	5	3	11	44	2	65
Works progress and project estimate	1	3	3	4	3	14
Environmental issues	20	12	13	14	1	60
Others	5	8	13	19	0	45
Total	40	52	78	110	12	292

Regarding complaints on the works under various projects, the HyD has been monitoring the handling of such complaints by the relevant engineering consultants and contractors. The contractors concerned have not reported the expenses incurred in handling the complaints on the works to the HyD. The Government has no information about the expenditure incurred in handling the complaints on the works.

- (c) Details of environment-related prosecution in the last five years are summarised in the table below. Contractors are responsible for paying the fines and expenses for any remedial measures.

Date of offence	Date of hearing	Name of contract/contractor	Location of offence	Details of offence	Handling method
15 March 2014	20 October 2014	Sambo Engineering and Construction Co. Ltd	Site of the HKLR	Violation of the Noise Control Ordinance (Cap. 400)	The Environmental Protection Department (EPD) prosecuted the contractor
24 November 2016	27 March 2018	Dragages Hong Kong Limited of Dragages-Bouygues Joint Venture	Site of the TM-CLKL	Violation of the Water Pollution Control Ordinance (Cap. 358)	The EPD prosecuted the contractor
14 February 2017	23 March 2018	Dragages Hong Kong Limited of Dragages-Bouygues Joint Venture	Site of the TM-CLKL	Violation of the Water Pollution Control Ordinance (Cap. 358)	The EPD prosecuted the contractor

- (d) The number of occasions of exceeding the action level and limit level in terms of monitoring of water quality, air quality, noise level and Chinese white dolphin in respect of the works for the HKBCF, the HKLR and the TM-CLKL in the last five years are summarised in the table below:

		2014	2015	2016	2017	2018 (As at 21 March 2018)
Water Quality	Action Level	180	91	83	448	16
	Limit Level	75	33	16	110	0
Air Quality	Action Level	30	11	4	31	15
	Limit Level	2	4	0	8	1
Noise Level	Action Level	0	0	0	1	0
	Limit Level	0	0	0	0	0
Chinese white dolphin monitoring	Action Level	9	1	0	3	2
	Limit Level	3	7	8	8	2

In accordance with the Environmental Permit and the Environmental Impact Assessment, during the construction period of the HKBCF, HKLR and TM-CLKL, an Environmental Monitoring and Auditing (EM&A) programme has to be implemented

to ensure that all mitigating measures are properly implemented on site. The consultants and their duties in executing the EM&A programme include:

- (i) Independent Environmental Teams (ET) are responsible for carrying out EM&A programme, inspecting work sites to ensure that the mitigating measures are properly implemented and recommending additional remedial measures if necessary;
- (ii) Independent Environmental Checkers (IEC) are responsible for reviewing the implementation of the EM&A programme carried out by ET, auditing monitoring work and reviewing the effectiveness of mitigating measures, and reviewing reports submitted by the independent ET;
- (iii) The Environmental Project Office (ENPO) is also set up to act as an independent and impartial body to review the sources and levels of environmental impacts, adjudicate among the parties involved, and assist in coordinating the remedial measures to be taken by individual parties to rectify the situation. It is also responsible for overseeing the cumulative environmental impacts arising from the implementation of the HKBCF, the HKLR and the TM-CLKL projects.

The EM&A programme has an established Event and Action Plan (EAP) which defines the course of actions for each of the parties involved in the handling of environmental exceedances. In the event of occurrence of such exceedance, the relevant ET and contractor would carry out detailed investigations into the causes of the exceedance, the status of existing mitigating measures and propose appropriate remedial measures as necessary. The investigation findings are reviewed by the IEC/ENPO, together with the resident engineers, and then reported to the HyD. Contractors are responsible for the expenses for any remedial measures. The Government has no information about the expenditure incurred by them.

Based on the investigations conducted by the ET into the construction activities of HKBCF, the HKLR and the TM-CLKL and the subsequent review of the results by the ENPO and the IEC, it was confirmed that adequate mitigating measures had been implemented on site when such exceedances were recorded. Actions in accordance with the EAP were properly carried out and mitigating measures were implemented effectively; no significant environmental impact was reported.

Upon receipt of complaints, they are referred to the ET for action. The ET will investigate into the validity of the complaint and assess whether the source of the problem is due to works-related activities. The ET will propose mitigating measures in consultation with the IEC if a complaint is substantiated. Reports will also be submitted to EPD. The results of the investigation will be reported to the complainants and reflected in the monthly EM&A reports uploaded to the HZMB ENPO website.

- (e) There were no works of HZMB HKBCF, the HKLR and the TM-CLKL prosecuted for contravention of the conditions set out in the Environmental Permit.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)317

(Question Serial No. 5306)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Aircraft financing is a very promising global business. The Government has introduced tax concessions to attract aircraft leasing companies to develop their business in Hong Kong, thereby creating job opportunities for both the financial and aviation industries. In this connection, what are the estimated expenditure and staffing provision to be involved to foster the development of aircraft leasing business in each of the coming three years? In addition, in the coming three years, how many job opportunities will the aircraft leasing industry create for both the financial and aviation industries, and what contribution to gross domestic product will the industry made according to government forecast?

Asked by: Hon NG Wing-ka, Jimmy (Member Question No. (LegCo use): 69)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. With the dedicated tax regime in place, the Government has been working with all stakeholders, including the relevant industry associations and professional groups, to promote our aircraft leasing regime and Hong Kong's strengths as an aircraft leasing hub for the region. Our work in this respect includes attending key regional and international conferences to promote our new tax regime, and meeting with key aircraft leasing companies and financial institutions with a view to encouraging market players (including lessors, lessees and leasing managers) to tap the business potential using Hong Kong's leasing platform. With this concerted effect, the first Hong Kong-based cross-border aircraft leasing transaction was concluded in December 2017. The Transport and Housing Bureau, the Financial Services and the Treasury Bureau and other relevant

government agencies (such as Invest Hong Kong) will continue to deploy existing manpower and resources to take forward the work.

According to the analysis conducted by the Focus Group on Promoting Aerospace Financing in Hong Kong under the Working Group on Transportation of the Economic Development Commission in 2014, the new dedicated tax regime for aircraft leasing would enable Hong Kong to gradually capture up to about 18% of aircraft leasing business in the global aircraft leasing market in 20 years' time. This would bring about the following potential benefits by the 20th year:

- (a) financing for over 3 200 aircraft with an asset value of about \$707 billion;
- (b) direct employment of around 1 640 people and about \$2 billion in staff compensation;
- (c) profits tax paid by aircraft leasing companies of about \$1 billion in the 20th year and a total of more than \$10 billion over a twenty-year period;
- (d) a cumulative gross domestic product value added of more than \$430 billion over a twenty-year period; and
- (e) over 13 700 indirect jobs due to the linkage and multiplier effects.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)318****(Question Serial No. 5146)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

(a) Regarding the publicity for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), has the Government engaged any public relations agencies for the work? If so, please provide information in the following table:

Name of successful tenderer	Specific work covered by the contract	Whether public tendering procedures have been carried out; if so, please provide the total number of tender submissions received (regardless of whether the submissions comply with the minimum requirements or not)	Contract price

(b) Regarding the actual publicity for the Hong Kong Section of the XRL, are the advertising fees being waived by the media as the publicity work involves public interests (i.e. in form of Announcement in the Public Interest (API))?

If so, please provide the following information:

Name of the media organisation (radio station/television station)	Name of the API	Total duration of broadcast in 2017 (minutes)

If not, please provide the following information:

Name of the media organisation (radio station/television station)	Name of the API	Total duration of broadcast in 2017 (minutes)	Revised expenditure in 2017-18

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 540)

Reply:

The Government has not engaged any public relations agency for the promotion of the XRL project and the clearance procedures under the proposed co-location arrangement.

The promotional audio-clips and videos broadcast at radio stations and television stations are in the form of APIs and thus do not involve advertising fees. The requested details are as follows –

Name of the media organisation	Name of the API	Total duration of broadcast in 2017 (minutes)
(i) Radio		
- Radio Television Hong Kong (RTHK) - Hong Kong Commercial Broadcasting Company Limited (Commercial Radio) - Metro Broadcast Corporation Limited (Metro Broadcast)	XRL (Hong Kong Section): Better connections, unleash endless potential	988.5
- RTHK - Commercial Radio - Metro Broadcast	XRL (Hong Kong Section): Co-location clearance, one-stop convenience	1 024.5
(ii) Television		
- Television Broadcasts Limited (TVB) - HK Television Entertainment Company Limited (HKTVE) - Fantastic Television Limited (Fantastic TV) - Hong Kong Cable Television Limited (HK Cable TV) - PCCW Media Limited (now TV) (PCCW Media (now TV))	XRL (Hong Kong Section): Better connections, unleash endless potential	2 288.5

<ul style="list-style-type: none"> - TVB - HKTVE - Fantastic TV - HK Cable TV - PCCW Media (now TV) 	XRL (Hong Kong Section): Co-location clearance, one-stop convenience	2 320.5
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- End -

CONTROLLING OFFICER'S REPLY

THB(T)319

(Question Serial No. 5252)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

(a) According to the 2012 Work Plan of the Framework Agreement on Hong Kong/Guangdong Co-operation, both sides support granting dual licences to registered Nansha pleasure vessels for Guangdong-Hong Kong-Macao sailing on a pilot basis. What is the current progress of this initiative? What requirements does a pleasure vessel have to fulfil under the policy?

(b) How many Mainland pleasure vessels in total entered the waters of Hong Kong in the past five years?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 710)

Reply:

(a) The “Pilot Scheme on Cross-boundary Sailing for Pleasure Vessels in Guangdong, Hong Kong and Macao” is an initiative originated from the Guangdong Provincial Government which aims at promoting yacht tourism in the Pearl River Delta (PRD) region. We understand that various cities in Guangdong (such as Shenzhen and Nansha) have been reviewing their regulatory policies to facilitate pleasure vessels to develop yacht tourism in the PRD region.

For Hong Kong, the Marine Department (MD) introduced a new measure in December 2016 which allows visiting pleasure vessels to navigate in Hong Kong waters for leisure purpose. Before the implementation of the new measure, owner of a visiting pleasure vessel can only apply for a permission to navigate if the vessel has genuine need to move within Hong Kong waters, e.g. participating in a racing event, proceeding to a shipyard for repair services or changing berthing location.

Under the new relaxed scheme, owners of visiting pleasure vessels may apply for the permission to cruise in Hong Kong waters for leisure purpose, provided that the applicant can confirm that a berthing space has been secured at a marina or yacht club, and that the safety and navigation requirements as set out in **Annex** are met. This new measure applies to all visiting pleasure vessels, including those from Nansha, Guangzhou.

- (b) According to statistics provided by the MD, during 2013 to 2017, the MD approved a total of 202 arrival trips from visiting pleasure vessels of Mainland flag. The annual figures are given below:

Year	Arrival trips from visiting pleasure vessels of Mainland flag
2013	39
2014	33
2015	39
2016	48
2017	43
Total (2013-2017)	202

Safety and navigation requirements for application for a permission to navigate in Hong Kong waters for visiting pleasure vessels

- (1) submitting a Pre-Arrival Notification for the visiting pleasure vessels, before entering Hong Kong waters, to notify the MD of such arrival and specify the location the pleasure vessels intends to berth at (documentary proof is required to confirm that a berthing space has been secured with a marina or yacht club);
- (2) appointing a local agent with legal responsibility for the operation and activities of the visiting pleasure vessels during its stay in Hong Kong;
- (3) submitting recent photographs of the visiting pleasure vessels covering the entire port and starboard sides, and showing clearly the name and/or identification mark on the hull of the pleasure vessels;
- (4) installing very high frequency radio and Automatic Identification System on board the visiting pleasure vessels and ensuring they are in good operation condition;
- (5) possessing a valid safety certificate or equivalent if the visiting pleasure vessels is of over 150 Gross Tonnage (GT) or carrying more than 60 passengers;
- (6) possessing valid Pollution Prevention Certificates if the visiting pleasure vessels is of 400 GT or above;
- (7) participating in Vessel Traffic Service of the MD if the visiting pleasure vessels is of over 300 GT;
- (8) complying with specific traffic control measures as expressly stated in the permission such as restriction from entering into certain busy waters of Hong Kong; and
- (9) not engaging in chartering or hire business during its stay in the waters of Hong Kong, except for charter or hire agreements made for the visiting pleasure vessels before its arrival in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)320****(Question Serial No. 6009)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (1) Director of Bureau's Office

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

● Regarding the duty visits paid by the Secretary for Transport and Housing (STH) since his assumption of office, please provide information on the travelling expense for each visit in the following table:

Date of visit	Destination	Travelling expense for each transport mode (HK\$)					Total amount (HK\$)
		High-speed rail	Aircraft	Ship	Vehicle	Others	

● When deciding on the commuting mode for visits to the Mainland, did the STH give prime consideration to the “advantage of convenience” offered by the 20 000-kilometre national high-speed rail and accord top priority to this transport mode? If not, what were the reasons? What were the considerations for deciding on the commuting mode?

● Upon the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), will the STH give prime consideration to the “advantage of convenience” offered by the 20 000-kilometre national high-speed rail and accord top priority to this transport mode? If not, what are the reasons? What are the considerations for deciding on the commuting mode?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 320)

Reply:

Inter-city travelling expenses incurred in duty visits between 1 July 2017 and 28 February 2018 by the STH and entourage from STH's Office concerning Programme (1) is tabulated below:

Date of Visit	Place of Visit	Inter-city Travelling Expense (HKD)				Total (HKD)
		Railway	Flight	Ferry	Cross-boundary hire car service	
28-29 August 2017	Singapore	-	About 30,600	-	-	About 30,600*
30 August 2017	Jiangmen & Shenzhen	-	-	-	About 500	About 500*
5-7 September 2017	Beijing	-	About 22,800	-	-	About 22,800
12-14 September 2017	United Kingdom	-	About 208,500	-	-	About 208,500
5-8 October 2017	Papua New Guinea	-	About 119,100	-	-	About 119,100
9-10 October 2017	Hangzhou	-	About 17,500	-	-	About 17,500
24 November 2017	Macao	-	-	About 400	-	About 400*
26-28 November 2017	Beijing	-	About 21,000	-	-	About 21,000
4-8 December 2017	Shanghai & Beijing	About 3,200	About 20,000	-	-	About 23,200
21-23 December 2017	Beijing	-	About 23,600	-	-	About 23,600
10-13 January 2018	Germany	About 12,000	About 127,500	-	-	About 139,500
14 January 2018	Zhuhai	-	-	About 400	-	About 400*
14-15 January 2018	Beijing	-	About 24,000	-	-	About 24,000
31 January – 2 February 2018	Beijing	-	About 25,900	-	-	About 25,900

* The travelling expense was borne by other Government departments and not charged to Head 158.

The transport arrangement for each duty visit by STH is decided having regard to the practical needs of the visit. Factors such as the purpose, destination, duration and routing of the visit as well as the schedule and seat availability of the means of transport will be

taken into account. Upon the commissioning of the XRL, there will be a new means of reliable and efficient transport between Hong Kong and Mainland China. We will continue to consider using various modes of transport, including the XRL, having regard to the factors described above when we formulate the itinerary of duty visits.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)321

(Question Serial No. 6066)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the requirements of the International Civil Aviation Organization (ICAO), the Transport and Housing Bureau established an air accident investigation authority, which is independent from the Civil Aviation Department (CAD), last year to take over the civil aviation accident/serious incident investigation functions of the CAD. Would the Government inform this Committee of the following:

- (1) What are the specific duties of the investigation authority at present? What is the total number of incident investigations launched/completed?
- (2) What are the expenditure and manpower involved? What are the ranks, remuneration and duties of the posts created?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 424)

Reply:

In view of the new requirement promulgated by the ICAO that the functions of air accident investigation be separate from the civil aviation administration so as to ensure the impartiality and independence of investigations, the Government is actively taking forward the preparatory work for the establishment of an air accident investigation authority (the independent investigation authority) under the Transport and Housing Bureau. The independent investigation authority will be responsible for the investigation of civil aviation accidents and serious incidents. Moreover, it will be responsible for undertaking safety management and promotional work to prevent accidents from happening and ensure aviation safety on different fronts.

The independent investigation authority will be led by a Chief Inspector of Accidents (CIA), a non-civil service position, at a rank equivalent to the Directorate Pay Scale Point 2 (D2). The recruitment work of the CIA is in its final stage. The assumption of office of the CIA is expected in mid 2018 the earliest. The CIA will be assisted by three senior investigation officers and three investigation officers, among whom, one senior investigation officer and one investigation officer will be deployed from the Civil Aviation Department (CAD). Also, one Assistant Clerical Officer post will assist in clerical work/secretarial duties. The above manpower arrangement will be put in place until end March 2020. The Government will review the long term manpower arrangement prior to the said end date, having regard to the actual operational experience of the independent investigation authority.

The total remuneration package for the CIA position, which is a non-civil service supernumerary post at a rank equivalent to D2, will not exceed the full annual average staff cost of \$2,903,736, including salaries and staff on-cost, for a civil service post ranked at D2 level. As for the creation of the above five new non-directorate posts, the additional notional annual salary cost at mid-point will not exceed \$4,849,320, and the annual average staff cost including salaries and staff on-cost will be around \$6,885,250. Other financial resources of the independent investigation authority, such as the operating expenses, are to be redeployed from the existing available funding in the bureau and the CAD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)322

(Question Serial No. 5809)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2014, the Government proposed the construction of the MTR East Kowloon Line (EKL), with a view to alleviating the heavy passenger flow on the MTR Kwun Tong Line. However, the proposed construction has been all talk and no action. Residents and District Councillors of Kowloon East are deeply dissatisfied with the issue. It is mentioned in the Bureau's estimate that in 2018-19, it will continue to take forward the study and planning work for the EKL.

1. What is the progress of the planning work for the EKL to date? Has the Government finished scrutinising the proposal submitted by the MTR Corporation Limited (MTRCL)? If so, what follow-up action will the Government take?
2. What are the amount of expenditure and staffing provision set aside for the planning of the EKL in the new financial year?
3. When will the Government make public the detailed alignment and the works schedule of the railway line?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 70)

Reply:

The MTRCL submitted a proposal for the EKL to the Government in end July 2017. The Transport and Housing Bureau (THB), the Highways Department (HyD) and relevant bureaux/departments are evaluating the proposal and have requested the MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main

focus is to ensure that the proposal will be practically feasible and will bring maximum benefits to the community.

In line with established procedures, prior to the finalisation of any new railway schemes, the Government will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable.

The above work is undertaken by existing staff of the Transport Branch of the THB, as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)323

(Question Serial No. 5822)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Is there any manpower shortage problem in the maritime and aviation industries in Hong Kong? If so, how serious is the shortage problem?
2. What are the respective numbers of practitioners in the maritime and aviation industries currently receiving training subsidies under the Maritime and Aviation Training Fund (MATF)?
3. What are the current balance and cash flow of the MATF? What are the estimated changes?
4. Among the additional provision of \$17.6 million (+11.3%), what is the amount to be used to meet the above estimated cash flow requirement of the MATF?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 82)

Reply:

(1) The Government reckons that manpower is one of the key factors for the development of the maritime and aviation industries. On the maritime front, according to the “2016 Manpower Survey Report of the Maritime Services Industry” conducted by the Maritime Services Training Board of the Vocational Training Council (VTC), there were a total of 645 job vacancies reported for ocean going, river trade, local vessel and shore based personnel sectors in 2016, with shore based personnel and local vessel sectors constituting the largest percentage share of vacancies.

The maritime industry is facing aging problem in general. Taking local vessel as an example, according to the same survey, among existing local seafaring employees in 2016, around 30% of them were at the average age of 51 or above, while 31% of them were aged between 41 and 50. The industry has been facing challenges in attracting young generations to join the sector because of the very competitive labour market and the relatively difficult working environment of the maritime sector. In this regard, the Government established the MATF in April 2014 with a commitment of \$100 million to help the sector to, among others, attract more new blood to expand the pool of talent and address the issue of aging workforce.

On the aviation front, to better understand the latest manpower situation in the Hong Kong International Airport (HKIA), the Airport Authority Hong Kong (AA) conducts workforce surveys on companies and organisations operating at HKIA from time to time in order to update the manpower situation and forecast for related planning. According to the 2017 HKIA Workforce Survey, the manpower situation in HKIA, in terms of size of workforce and the vacancy situation, has improved over the last two years. The percentage of vacancies decreased from 6.6% in 2015 to 5.8% in 2017. This is significant in the light of the overall increase in the size of the workforce by around 3.4% during the same period.

(2) As at end February 2018, a total of 4 964 students and in-service practitioners of the maritime and aviation industries have benefited from MATF. The respective numbers of recipients of individual schemes/programmes under MATF are set out at Annex.

(3) and (4) For 2017-18, the revised estimated expenditure for MATF is \$22.57 million and the balance is \$50.96 million. The estimated expenditure for MATF in 2018-19 is \$24.14 million, which is \$1.57 million higher than the revised estimated expenditure in 2017-18. This estimated increase in cashflow requirement for MATF constitutes part of the additional provision of \$17.6 million for Programme (3) of Head 158 in 2018-19.

**Number of Beneficiaries of Individual Programme
under the MATF
(position as at end February 2018)**

Schemes under MATF	Total Number of Beneficiaries (as at 28.2.2018)
1. Professional Training and Examination Refund Scheme ^{Note 1}	2 764
2. Maritime and Aviation Internship Scheme ^{Note 2}	1 325
3. Local Vessel Trade Training Incentive Scheme ^{Note 1}	109
4. Sea-going Training Incentive Scheme ^{Note 1}	207
5. Ship Repair Training Incentive Scheme ^{Note 1}	25
6. Hong Kong Maritime and Logistics Scholarship Scheme ^{Note 2}	43
7. The University of Hong Kong - Dalian Maritime University Academic Collaboration Scheme ^{Notes 1 & 2}	217
8. Hong Kong Maritime Law Scholarship Scheme ^{Note 2}	18
9. Overseas Exchange Sponsorship Scheme ^{Note 2}	42
10. The University of Hong Kong - Shanghai Maritime University Academic Collaboration Scheme ^{Note 2}	3
11. Hong Kong Nautical and Maritime Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017-18
12. Maritime Law Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017-18
13. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme ^{Note 1}	187
14. Hong Kong Aviation Scholarship Scheme ^{Note 2}	24
Total	4 964

Note 1 Schemes/programmes eligible for in-service practitioners of maritime and/or aviation sectors only.

Note 2 Schemes/programmes eligible for students only.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)324

(Question Serial No. 5823)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (Transport Branch) has mentioned that it will pay special attention to such issues as the design, construction and financing arrangements in relation to the Three-Runway System (3RS) at Hong Kong International Airport (HKIA) in the new financial year.

What is the progress of the work? What are the estimated manpower and expenditure to be involved in the work in the new financial year?

What is the estimated time required to complete the work?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 83)

Reply:

Progress of the 3RS Project

The construction works of the 3RS project commenced in August 2016. According to the Airport Authority Hong Kong (AA), the construction works will take around eight years to complete. The commissioning of the third runway is scheduled for end 2022 and the full commissioning of the 3RS is targeted in end 2024. The 3RS project is estimated to cost around \$141.5 billion in money-of-the-day prices, which is borne by the AA.

At present, Deep Cement Mixing works are being carried out to strengthen the seabed. In addition, reclamation is underway. A number of construction works or design-build contracts have commenced including the North Runway Cross-over Taxiway works, the Automated People Mover (APM) and Baggage Handling System tunnel works on the

existing airport island, and the APM system modification works for the existing Terminal 1 line and the APM system works for the Third Runway Passenger Building line.

The AA will fund the 3RS project through retaining the AA's operating surplus (\$47 billion); levying an Airport Construction Fee (ACF) (\$26 billion); and borrowing/raising funds from the market (\$69 billion). Regarding operating surplus, the AA is retaining all distributable profits from 2014-15 onwards until the commissioning of the 3RS which is expected to be in 2024. At the same time, the AA will optimise various revenue sources to provide funding to the 3RS project, including adjusting the landing and parking charges. The AA has also begun collecting ACF on air tickets issued from 1 August 2016 for departing passengers at the HKIA. ACF will remain in effect until all the 3RS-related borrowings have been fully repaid, which is expected to be in 2030-31.

As part of the financial arrangement, the AA engaged the Hong Kong and Shanghai Banking Corporation as its financial consultant in December 2016 to study the detailed plan for raising the fund of \$69 billion. Apart from analysing different financing structures and identifying appropriate financial instruments, the study also recommended the use of financial instruments (in relation to timing, size, tenor, etc.) that would enable the AA to finance the 3RS project in the most optimal manner. The detailed funding plan was completed in September 2017 and has been uploaded onto the website of the AA¹. The AA will execute the detailed funding plan in accordance with its prudent financial management principles and as the market allows.

Number of officers and specific expenditure involved in the 3RS project

The Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport and Housing Bureau to assist and monitor the AA in the implementation of the 3RS project. The AEPCO has an establishment of 14 posts, comprising three directorate officers and 11 non-directorate officers. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$14,577,810 in 2018-19. (The three directorate posts, which were time-limited, lapsed on 1 April 2018. The re-creation of the posts are subject to the scrutiny of the Establishment Subcommittee and the Finance Committee of the Legislative Council.) There is no separate breakdown of the expenditure involved for the work of the AEPCO. The AEPCO will continue to provide its dedicated support and monitor the work of the AA until the full commissioning of the 3RS.

¹ <https://www.threerunwaysystem.com/en/information/publications/3rs-detailed-funding-plan/3rs-detailed-funding-plan-report/>

- End -

CONTROLLING OFFICER'S REPLY

THB(T)325

(Question Serial No. 5824)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the financing arrangements for the Three-Runway System (3RS) at the airport, has the Government studied the feasibility of listing the shares on the stock market and issuing bonds? If so, what is the progress of the study? When will the shares be officially listed on the stock market or the bonds be issued?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 84)

Reply:

The Airport Authority Hong Kong (AA) will fund the 3RS project through retaining the AA's operating surplus (\$47 billion); levying an Airport Construction Fee (\$26 billion); and borrowing/raising funds from the market (\$69 billion). As part of the financial arrangement, the AA engaged the Hong Kong and Shanghai Banking Corporation as its financial consultant in December 2016 to study the detailed plan for raising the fund of \$69 billion. Apart from analysing different financing structures and identifying appropriate financial instruments, the study also recommended the use of financial instruments (in relation to timing, size, tenor, etc.) that would enable the AA to finance the 3RS project in the most optimal manner. The detailed funding plan was completed in September 2017 and has been uploaded onto the website of the AA¹.

In gist, the detailed funding plan can be divided into three parts, namely preparatory work (through to the end of the first half of 2018-19 financial year), near-term funding activities (from the second half of 2018-19 financial year to 2019-20 financial year) and medium-term funding activities (from 2020-21 financial year to the completion of the 3RS project).

¹ <https://www.threerunwaysystem.com/en/information/publications/3rs-detailed-funding-plan/3rs-detailed-funding-plan-report/>

Financial instruments of detailed funding plan include commercial bank loans (HK\$20 billion to HK\$30 billion), institutional bonds (HK\$23 billion to HK\$33 billion United States Dollar institutional bonds (including green bonds)), HK\$7 billion to HK\$10 billion Hong Kong Dollar institutional bonds) and retail bonds (HK\$5 billion). The AA will execute the detailed funding plan in accordance with its prudent financial management principles and as the market allows.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)326

(Question Serial No. 5826)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Bureau's study to review and improve the assessment mechanism for proposed hillside escalator links and elevator systems (HEL) projects, would the Secretary for Transport and Housing inform this Committee whether the study will cover re-considering the proposed escalators/elevators/barrier-free facilities which were previously rejected because they were located in housing estates under the Tenants Purchase Scheme (TPS) which fall within private lots in the new financial year? In particular, Mr TING Chi-wai, Roy, District Councillor for Chuk Yuen North, has been sparing no effort for years to urge the Government to install barrier-free access/facilities for residents of Chuk Yuen (North) Estate and the target groups of the many social welfare organisations in the estate.

Most TPS flats in Chuk Yuen (North) Estate have not yet paid the premium. Moreover, there are a large number of unsold flats in the estate. The Housing Authority is therefore still the major owner of the estate.

In addition, there are currently many social welfare organisations in Chuk Yuen (North) Estate serving people from other districts. The demand for barrier-free access/facilities is thus very high. Will the Government reconsider including Mr TING's and my proposal of installing elevators/barrier-free facilities in Chuk Yuen (North) Estate in the above initiative?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 86)

Reply:

In addition to the 20 proposals assessed in 2009, a total of 114 proposals for HEL have since then been received. The Transport Department (TD) commenced a consultancy study in December 2017 to review the assessment mechanism for proposals for HEL, including the criteria for screening, shortlisting and prioritisation. On the basis of the revised mechanism, the Department will screen, shortlist and prioritise the proposals received in the past years, including the one near Chuk Yuen Sports Centre connecting Chuk Yuen North Estate to Chuk Yuen Road. Subject to local consultation scheduled to begin in the third quarter of 2018 on the proposed revised assessment mechanism, the TD will, via the consultancy study, assess all the proposals for HEL received on the basis of the revised mechanism.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)327****(Question Serial No. 5828)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Matters Requiring Special Attention in the new financial year that the Bureau will conduct a study to review and improve the assessment mechanism for proposed hillside escalator links and elevator systems (HEL) projects. What are the numbers of such projects in Kwun Tong District and Wong Tai Sin District? Please list the projects in detail.

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 88)

Reply:

In addition to the 20 proposals assessed in 2009, a total of 114 proposals for HEL have been received since then. Among these proposals, 14 and ten proposals are situated in Kwun Tong District and Wong Tai Sin District respectively. Their locations are tabulated as follows:

District	HEL Proposals
Kwun Tong	From Choi Tak Estate to Kwun Tong Road
	From Tsui Ping Road to Hiu Kwong Street
	From Shung Yan Street to Shui Ning Street
	Staircase at Shui Ning Street, near CCC Kei Chi Secondary School
	From Kung Lok Road to Hong Lee Road
	From Lei Yue Mun Road to Kai Tin Road
	From Choi Ha Road to Ngau Tau Kok Road near Cheerful Court

District	HEL Proposals
	Hong Tin Court near Yue Hong House
	From Po Tat Estate and Sau Mau Ping Estate to Kwun Tong MTR station
	From Anderson Road Development to Kwun Tong MTR station
	Near Jordan Valley St Joseph's Catholic Primary School
	From Choi Hing Road to Choi Wan Road near salt water service reservoir
	Near Kwun Tong Road Rest Garden
	Kai Tin Road near S.K.H. Kei Hau Secondary School
Wong Tai Sin	From green minibus terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate
	From footpath of Chuk Yuen Road to Chuk Yuen North Estate
	From Tsui Chuk Garden to Chuk Yuen Road
	Choi Wan Area
	From access at Pak Fung House, Choi Wan (I) Estate to Choi Hung MTR Station
	From Choi Wan Estate Community Centre to Ping Ting Road East
	From Lung Cheung Road near Bauhinia Garden to Wang Tau Hom Estate
	From Tsz Wan Shan Road along Shatin Pass Road to Chuk Yuen North Estate
	From Blocks 11 & 12 of Tsui Chuk Garden to Chui Chuk Street
	From Blocks 5 & 6 of Tsui Chuk Garden to Chuk Yuen Road

- End -

CONTROLLING OFFICER'S REPLY**THB(T)328****(Question Serial No. 3636)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government please tabulate the following:

- (a) The annual hit rate of the “Hong Kong eTransport” website over the past five years;
- (b) The annual number of downloads and usage of the “Hong Kong eTransport” mobile application over the past five years;
- (c) The annual hit rate of the “Hong Kong eRouting” website over the past five years; and
- (d) The annual number of downloads and usage of the “Hong Kong eRouting” mobile application over the past five years.

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 75)Reply:

- (a) The annual hit rates of the “Hong Kong eTransport” website over the past five years are tabulated as follows:

Year	Annual Hit Rate
2013	720 000
2014	756 000
2015	936 000
2016	900 000
2017	828 000

- (b) The annual number of downloads and usage of the “Hong Kong eTransport” mobile application over the past five years are tabulated as follows:

Year	Number of Downloads	Usage
2013	214 000	1 980 000
2014	163 000	3 780 000
2015	174 000	5 760 000
2016	184 000	5 940 000
2017	199 000	6 300 000

- (c) The annual hit rates of the “Hong Kong eRouting” website over the past five years are tabulated as follows:

Year	Annual Hit Rate
2013	384 000
2014	468 000
2015	528 000
2016	408 000
2017	276 000

- (d) The annual number of downloads and usage of the “Hong Kong eRouting” mobile application in the past five years are tabulated as follows:

Year	Number of Downloads	Usage
2013	61 000	288 000
2014	31 000	276 000
2015	26 000	264 000
2016	34 000	384 000
2017	26 000	324 000

- End -

CONTROLLING OFFICER'S REPLY**THB(T)329****(Question Serial No. 3724)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government please advise the number of traffic signal breakdown and the respective repair cost in the past three years? What is the average repair time?

Asked by: Hon CHAN Chi-chuen (Member Question No. (LegCo use): 221)Reply:

The numbers of traffic signal breakdown and average repair time over the past three years are tabulated as follows:

Financial Year	Traffic Signal Breakdown	Average Repair Time (hours)
2014-15	1 469	1.4
2015-16	1 348	1.3
2016-17	1 325	1.1

The repair cost of traffic signal is absorbed in the annual maintenance cost of the entire traffic control system. There is no separate breakdown for the repair cost.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)330

(Question Serial No. 5332)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the non-means tested Public Transport Fare Subsidy Scheme (the Scheme) put forward in the Policy Address last October, will the Government inform this Committee of the following:

Has the Government estimated the number of beneficiaries who will receive an average monthly subsidy of less than \$50, \$51-\$100, \$101-\$150, \$151-\$200, \$201-\$250 and \$251-\$300 in the first year after the implementation of the Scheme? Has the Government assessed how many members of the public will receive duplicated benefits with the use of more than one Octopus card?

Asked by: Hon CHAN Pierre (Member Question No. (LegCo use): 95)

Reply:

Under the Scheme, the subsidy amount of each month will be calculated on the basis of the actual public transport expenses recorded on each Octopus card. The Government estimates that the annual subsidy amount will be around \$2.3 billion and over 2.2 million Octopus card holders will benefit from the Scheme. The actual subsidy amount will be subject to the actual public transport expenses of the commuters after the implementation of the Scheme.

There is no estimation on the number of commuters who will receive subsidy from more than one Octopus card under the Scheme. The Government will closely monitor the operation of the Scheme after its implementation with a view to minimising the risks of abuse.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)331

(Question Serial No. 5663)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2018-19, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
2. In 2018-19, will the Government make reference to neighbouring regions, such as Taiwan and Japan, in improving the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
3. In 2018-19, will the Government comprehensively review the strategy of “according priority to railways” to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?
4. In 2018-19, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?
5. In 2018-19, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?
6. In 2018-19, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
7. In 2018-19, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services? If yes, what are the details and estimated expenditure involved?

8. In 2018-19, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?
9. In 2018-19, will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?
10. Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach” over the past five years? If yes, what were the details and specific expenditure involved? Will the Government conduct any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach”? If yes, what are the details and estimated expenditure involved?
11. Regarding the Public Transport Strategy Study (PTSS) to be conducted in 2018-19, what are the details and estimated expenditure involved? Will the Government consult the public on this, and what are the details and estimated expenditure involved?
12. In carrying out the PTSS in 2018-19, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a “bicycle-friendly” city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 194)

Reply:

1, 2, 4, 5 and 6

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas. Moreover, given the relatively limited road space in urban areas, if dedicated cycle lanes are to be designated on the road space, the existing walkways or carriageways will need to be

narrowed, inevitably bringing inconvenience to other road users and aggravating road traffic congestions. Allowing a large number of bicycles to share the busy roads in urban areas with other vehicles without dedicated cycle tracks will also increase the risks of accidents. In view of the above, the Government currently does not have any plan to designate dedicated cycle and motorcycle lanes on existing roads in urban areas.

The lengths and estimated expenditure in 2018-19 of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are at Annex 1. As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, during the planning stage. For instance, the Government is considering a 13 km long cycle track in the Kai Tak Development. Since the construction of some cycle tracks will commence after 2018-19, there is no estimated expenditure for those cycle track works this year.

Regarding improvements on the cycle tracks and cycling facilities, about 900 potential improvement sites in nine new towns in the NT were identified under an earlier study commissioned by the Transport Department (TD). The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch of improvement works are at Annex 2.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

3.

With a dense population and limited road space in Hong Kong, it is a challenge to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over 5 million passenger trips every day, accounting for about 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Railway Development Strategy 2014 recommended that seven new railway projects be completed before 2031. The Government will continue with the planning work of the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station), and the North Island Line in 2018-19. The

Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other.

7.

At present, there are five bus companies operating six bus franchises. The franchises, which last for ten years, will expire between 2023 and 2027. Upon expiry of the franchises, whether new franchises will be granted through open tender will be determined nearer the expiry date. According to the established practice, an incumbent grantee which is able to prove its ability to provide proper and efficient services and is willing to further invest in franchised bus operation may in general apply for a new franchise through direct negotiations with the Government. Prior consultations with the Legislative Council (LegCo) and the public will be conducted. The TD currently does not have any plan to re-tender the existing franchises, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through monitoring and regulatory work.

8.

The TD closely monitors the operation and quality of public transport services in different districts, and will make timely adjustments to the services in accordance with the demand of passengers. When there are proven needs for new or enhanced services, the TD will make necessary arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained throughout the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

9.

It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi service and operating conditions of the taxi trade, the TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, NT and Lantau taxis conducted in 2017 shows that the supply of these taxis is generally adequate. The TD does not have any plan to issue new taxi licences in 2018-19.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the number of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation checkpoints across the territory, as well as soliciting views from the taxi trade and passengers. In 2018-19, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about \$0.63 million. The monitoring and follow-up of the surveys are undertaken by the existing staff of the TD as part of their normal duties.

On the other hand, the Government will introduce 600 franchised taxis with online hailing features to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare. The Government is preparing the

legislative work with a target of introducing the Bill into the LegCo in the latter half of 2018.

10.

In the past several years, the TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach rationalisation in these districts has been completed. Before implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to the TD's website. Representatives from the TD and franchised bus operators also attended meetings of the TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for such work.

11.

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The consolidated report of the entire study was released in the same month. The report is available at the Transport and Housing Bureau (THB)'s website ([https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20\(Eng\).pdf](https://www.thb.gov.hk/eng/psp/pressreleases/transport/land/2017/Final%20Report%20(Eng).pdf)). During the course of the study, we consulted the LegCo Panel on Transport (the Panel) and canvassed the views of stakeholders through various platforms, such as deputation sessions arranged by the Panel and trade conferences. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. We are actively taking forward the measures progressively.

For conducting the PTSS, a sum of \$9.5 million was earmarked for consultancy studies. With the completion of the PTSS, a total of \$6.6 million was expended for the period from 2015-16 to 2017-18, and a further \$0.7 million would be settled in 2018-19.

A total of six time-limited posts were created in the Transport Branch of the THB and the TD for the period from 2015-16 to 2017-18 for overseeing the PTSS. To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts have been created in the Transport Branch of the THB and the TD for two years starting in 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about \$5 million in 2018-19.

12.

The PTSS focused on public transport-related issues that were of long-standing concerns to the transport trades and the general public. As cycling is not a public transport mode, it was outside the scope of PTSS. We will continue to foster a "bicycle-friendly" environment in the new towns and the new development areas.

Planned Cycle Tracks in New Development Areas

	New development area	Length of cycle track (kilometres)	estimated expenditure in 2018-19 (\$ million)
1	Development of Anderson Road Quarry site	2.6	Nil
2	Tung Chung New Town Extension	12	
3	Kai Tak Development	13	
4	Advance works at Kwu Tung North and Fanling North New Development Areas	3	
5	Hung Shui Kiu New Development Area	20	
6	Yuen Long South development project	12.5	5.0
7	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	

**Locations for First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> • Near Tin Shui Wai Hospital • Yan Ying House, Tin Yan Estate • Chak Sun House, Tin Chak Estate • Wetland Park Road • Tin Yip Road Community Health Centre • Tin Shing Road • Tin Shui Road • Tin Shui Wai Park 	<ul style="list-style-type: none"> • Hung Tai Road • Near LRT Tin Shui Station • Tin Yan Estate near Yan Ying House • Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> • Long Tin Road, Ping Shan • Kam Tin Bypass • Near Pok Oi Interchange 	<ul style="list-style-type: none"> • Ping Yee Road • Near MTR Yuen Long Station • Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> • Near MTR Siu Hong Station • Tsing Tin Road across Tsun Wen Road • Junction of Hoi Wong Road / Wu Shan Road • Wu Shan Road near Wu Shan Recreation Playground • Wu Shan Road near Lung Mun Road • Ming Kum Road • Hoi Wong Road / Tuen Mun Nullah 	<ul style="list-style-type: none"> • Near Glorious Garden • Near LRT Lam Tei Station
Tsuen Wan	-	<ul style="list-style-type: none"> • Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> • Shun Tung Road • Tat Tung Road • Tung Chung Waterfront Road • Chek Lap Kok South Road 	<ul style="list-style-type: none"> • Tat Tung Road outside Tung Chung Crescent

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
Tseung Kwan O	<ul style="list-style-type: none"> • Tong Ming Court • Choi Ming Court • Chi Shin Street • On Ning Garden • Chung Ming Court • Po Shun Road • Po Lam Road North • Po Ning Road • Ngan O Road 	<ul style="list-style-type: none"> • Near Tseung Kwan O Hospital • Choi Ming Court
Sha Tin/ Ma On Shan	<ul style="list-style-type: none"> • Tai Po Road (Tai Wai section) • Che Kung Miu Road • Sha Tin Rural Committee Road • Sha Kok Street • Siu Lek Yuen Road • Tai Po Road (Sha Tin section) • Near Hong Kong Sports Institute • Hang Fai Road Roundabout • Junction between Sai Sha Road/On Luk Street • Near MTR Che Kung Temple Station • Junction between Ning Tai Road/Sui Tai Road • Science Park Road 	<ul style="list-style-type: none"> • Yiu On Estate • Sun Chui Estate • Near Holford Garden • Hang Hong Street near Hang Kam Street • Lok King Street near MTR Fo Tan Station • Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> • Nga Wan Road • Junction between Nam Wan Road / Tai Po Tai Wo Road • Subway across Nam Wan Road • Subway across Yuen Shin Road near Dai Fuk Street • Subway across Tai Po Tai Wo Road near Kai Wo Road; and • Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> • On Cheung Road • On Po Road • Near Tai Wo Neighbourhood Community Centre

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
Fanling/ Sheung Shui	<ul style="list-style-type: none"> • Jockey Club Road • Sha Tau Kok Road (Lung Yeuk Tau section) • Pak Wo Road near Pak Fuk Tin Sum Playground • Chi Wa Lane • Near Cheerful Park • Pak Wo Road outside Tai Ping Estate • Choi Yuen Road • Po Shek Wu Road outside KMB depot • Po Shek Wu Road outside Hing Yan Tsuen • Outside Cheung Wah Estate • Outside Choi Yuen Estate • Yip Fung Street • Near MTR Sheung Shui Station 	<ul style="list-style-type: none"> • Near MTR Fanling Station • Ching Ho Estate PTI • Near MTR Sheung Shui Station Exit A3 opposite GMB terminus • Near MTR Sheung Shui Station opposite North District Town Hall • Choi Yuen Road opposite Choi Yuen Estate

Including the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)332

(Question Serial No. 5664)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the average daily passenger journeys of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2017.
2. Please provide the average daily passenger journeys of the Citybus (CTB) routes from January to December 2017.
3. Please provide the average daily passenger journeys of the New World First Bus (NWFB) routes from January to December 2017.
4. Please provide the average daily passenger journeys of the "Star" Ferry services from January to December 2017.
5. Please provide the average daily passenger journeys of each of the railway lines (including the Light Rail) of the MTR Corporation Limited from January to December 2017.
6. Please provide the average daily passenger journeys of urban taxis from January to December 2017.
7. Please provide the average daily passenger journeys of New Territories taxis from January to December 2017.
8. Please provide the average daily passenger journeys of Lantau taxis from January to December 2017.
9. Please provide the average daily passenger journeys of red minibus (RMBs) across the territory from January to December 2017.
10. Please provide the average daily passenger journeys of green minibus (GMBs) across the territory from January to December 2017.

11. Please provide the average daily passenger journeys of tram services from January to December 2017.
12. In 2018-19, will the Transport Department (TD) review the opening up of South Lantau Road on Lantau Island to outside vehicles and conduct public consultation? If yes, what are the details and expenditure involved?
13. In 2018-19, what is the expenditure to be incurred in implementing the “Universal Accessibility” (UA) Programme? Please provide in detail the locations of public footbridges, elevated walkways and subways to be constructed under the programme in 2018-19.
14. Please provide the details and expenditure involved in introducing intelligent transport systems for 2018-19.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 195)

Reply:

1. The average daily passenger journeys of all the KMB routes from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	2 738.0
February	2 740.9
March	2 776.4
April	2 697.0
May	2 751.4
June	2 735.7
July	2 702.3
August	2 632.4
September	2 859.6
October	2 749.5
November	2 874.6
December	2 804.6

2. CTB has been granted two franchises to operate (i) the Hong Kong Island and Cross-Harbour Bus Network and (ii) the Airport and North Lantau Bus Network. The average daily passenger journeys of all the routes under the two franchises from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
January	498.9	80.3

Month	Average daily passenger journeys ('000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
February	496.0	80.5
March	503.7	81.6
April	482.8	86.2
May	492.9	84.1
June	486.8	84.5
July	482.2	85.9
August	471.8	85.8
September	511.0	84.6
October	495.9	84.0
November	515.2	88.3
December	501.8	88.6

3. The average daily passenger journeys of all the NWFB routes from January to December 2017 are set out below:

Month	Average Daily Passenger journeys ('000)
January	448.2
February	447.1
March	453.3
April	443.5
May	447.5
June	438.6
July	437.7
August	427.3
September	456.6
October	449.5
November	465.7
December	454.0

4. The “Star” Ferry Company, Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily passenger journeys of the two ferry routes from January to December 2017 are set out below:

Month	Average Daily Passenger journeys ('000)
January	58.4
February	55.9
March	50.1
April	55.3
May	49.3
June	44.2
July	53.8
August	52.0

Month	Average Daily Passenger journeys ('000)
September	42.4
October	53.6
November	52.8
December	66.2

5. The average daily passenger journeys of various MTR railway lines from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000) ^{Note (1)}											
	Kwun Tong Line	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	628.6	1 017.6	966.9	58.2	323.5	223.3	16.9	43.4	987.7	147.2	423.3	484.3
February	633.4	1 012.9	976.4	54.6	327.9	224.3	15.6	42.7	962.5	151.7	425.0	482.1
March	638.5	1 025.5	991.2	54.0	335.2	223.5	13.1	44.1	977.0	154.7	430.4	488.5
April	593.0	969.4	903.8	54.8	313.8	212.4	16.0	48.5	955.8	142.1	406.5	467.7
May	606.3	980.3	930.4	55.4	321.3	213.0	13.4	42.6	915.7	149.7	414.4	484.4
June	623.0	1 007.9	970.0	59.3	329.0	221.8	13.6	44.1	897.8	151.4	421.2	494.3
July	622.4	1 031.2	971.6	62.3	323.2	222.1	17.7	42.5	912.4	147.8	425.9	482.8
August	609.4	1 012.5	954.4	64.4	312.4	222.7	18.2	45.4	889.9	144.0	421.8	465.5
September	656.1	1 052.5	994.0	64.7	346.8	225.5	12.4	47.0	987.0	164.2	444.4	519.4
October	636.1	1 036.8	981.0	67.5	336.0	229.4	16.0	50.4	973.5	159.5	438.5	504.9
November	660.8	1 074.4	1 030.4	68.6	347.5	234.5	14.2	46.8	1 014.6	165.7	454.1	507.0
December	642.8	1 082.1	1 005.2	70.4	333.8	235.6	19.9	48.8	993.8	157.2	453.8	488.0

Note: (1) As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.

6. The average daily passenger journeys of urban taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of urban taxi ('000)
January	732.0
February	724.4
March	732.3
April	708.9
May	693.3
June	711.3
July	715.6
August	714.8
September	737.7
October#	714.7
November#	730.3
December#	720.0

Provisional figures

7. The average daily passenger journeys of New Territories taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of New Territories taxi ('000)
January	186.6
February	181.9
March	178.9
April	175.3
May	168.8
June	172.6
July	172.8
August	169.5
September	173.7
October#	166.0
November#	168.8
December#	166.2

Provisional figures

8. The average daily passenger journeys of Lantau taxis from January to December 2017 are set out below:

Month	Average daily passenger journeys of Lantau taxi ('000)
January	4.0
February	3.9
March	3.8
April	4.2
May	4.1
June	4.1
July	4.2
August	4.5
September	4.2
October#	3.9
November#	4.7
December#	4.3

Provisional figures

9. The average daily passenger journeys of RMBs from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	287.6
February	305.4
March	303.2
April	280.9
May	291.8
June	302.8

Month	Average daily passenger journeys ('000)
July	295.3
August	302.8
September	301.3
October	284.9
November	300.0
December	288.5

10. The average daily passenger journeys of GMBs from January to December 2017 are set out below:

Month	Average daily passenger journeys ^{Note (2)} ('000)
January	1 500.0
February	1 522.2
March	1 531.0
April	1 507.3
May	1 523.6
June	1 531.9
July	1 506.5
August	1 483.4
September	1 582.4
October	1 531.5
November	1 560.1
December	1 525.2

Note (2): Figures are subject to revision upon further verification based on the annual returns submitted by GMB operators by end March 2018.

11. The average daily passenger journeys of trams from January to December 2017 are set out below:

Month	Average daily passenger journeys ('000)
January	183.5
February	178.8
March	179.2
April	173.7
May	177.3
June	163.6
July	161.2
August	153.7
September	168.0
October	170.7
November	174.0
December	181.6

12. In June 2015, the TD proposed to increase the daily quota for tour coaches from 30 to 50, and provide a daily quota of 50 for private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes with a view to promoting tourism and local economy in the area. Having considered the views of stakeholders during consultation, the TD decided to take forward the proposal in phases. The first phase, which involved allowing ten more tour coaches and 25 private cars to enter South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD will review in 2018-19 the implementation timetable for the second phase having regard to the traffic condition and supply and utilisation of parking spaces in South Lantau as well as relevant stakeholders' views. The review is undertaken by the existing staff of the TD as part of their normal duties. There are no additional expenses involved.

13. The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UA Programme. The above work is undertaken by the staff of the TD as part of their regular duties. No additional expenses are involved.

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), where technically feasible (now known as the “Original Programme” under the UA Programme introduced in August 2012) in response to the recommendation of the Equal Opportunities Commission. In parallel, the Government invited the 18 District Councils (DCs) in the first half of 2013 to prioritise the new items in their districts proposed by the public through the “Expanded Programme” of the UA Programme. Under the “Expanded Programme”, each DC selected three public walkways for implementation. Currently, the HyD is pressing ahead with the implementation of a total of 202 items under the UA Programme. As at 28 February 2018, 76 items were completed, 114 items were under construction. The remaining 12 items will commence construction as soon as possible upon completion of detailed design and other related work.

From December 2016 to September 2017, the Government again invited the 18 DCs each to further nominate not more than three walkways for implementation under the next phase of the UA Programme (referred to as the “Next Phase”). The walkways eligible for consideration by the DCs are no longer confined to public walkways maintained by the HyD, provided that certain criteria are met. The HyD has engaged consultants to carry out the investigation and design for the 48 items selected under the Next Phase. We anticipate that the construction works for these items will commence progressively starting from 2019.

The estimated expenditure on the UA Programme in 2018-19 is \$736.6 million.

The list of projects under the UA Programme and their present status are set out in Annex.

14. In 2018-19, the TD is taking forward the following initiatives in relation to the intelligent transport system. The total estimated expenditure incurred by the following initiatives in 2018-19 is about \$30.5 million with details provided below:

- (a) Integrate TD's existing mobile applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application

The TD awarded a contract in January 2018 to develop the integrated transport mobile application, and targets to launch the mobile application within 2018.

- (b) Develop the installation of "in-vehicle units" (IVUs) for allowing motorists to receive real-time traffic information and paying tunnel fees by remote means

The TD commenced a feasibility study in August 2017 on the installation of IVUs. The study will be completed in 2018.

- (c) Complete the installation of about 1 200 traffic detectors in all strategic roads to provide real-time traffic information

Installation of traffic detectors on strategic routes for collection of traffic data will be implemented in two phases. The TD targets to complete the installation by end-2020. The first phase of installation of about 550 traffic detectors will commence in mid-2018. For the second phase, additional traffic detectors will be installed to cover the remaining strategic routes.

- (d) Engage the public to develop a detailed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) and its implementation strategy

The TD commenced in December 2017 an in-depth feasibility study on the ERP Pilot Scheme in the light of public comments received. The TD will engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result.

- (e) Introduce pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions

The TD commenced a preliminary desktop study in early 2018 to review overseas experiences, technologies and effectiveness of different traffic signal systems making use of sensors to detect pedestrians and vehicles at road junctions. The TD targets to introduce a pilot scheme in 2021.

**List of projects under the UA Programme and
their present status**

Original Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF37	Along Connaught Road Central near Exchange Square	Completed
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Completed
HF93	At Man Po Street near Pier Road	Completed
HF152	Across Harcourt Road near Citic Tower	Completed
HS3	Across Cotton Tree Drive near Murray Building	Completed
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
H162	King's Road Flyover across Kornhill Road	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HF59	Along Island Road at Deep Water Bay	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed

HyD Structure No.	Location	Present Status
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
Wan Chai District		
HF2	Across Gloucester Road near Luk Kwok Hotel	Completed
HF2A	Across Gloucester Road near Luk Kwok Hotel	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF160	Across Gloucester Road near Central Plaza	Completed
HS10	Across Wong Nai Chung Road and Queen's Road East	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF116	Across Gloucester Road near Stewart Road	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF145	Across Gloucester Road and Fenwick Street	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design

HyD Structure No.	Location	Present Status
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
KF29	Across Kowloon City Road and San Shan Road	Under construction
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF44	Across Hip Wo Street near Cheung Wo Court	Completed
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design

HyD Structure No.	Location	Present Status
Sham Shui Po District		
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF13	Across Lung Cheung Road near Beacon Heights	Under construction
Wong Tai Sin District		
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Completed
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS12	Across Choi Hung Road at Lok Sin Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under construction
K8	Along Fung Mo Street over Lung Cheung Road	Under construction
K36	At Po Kong Village Road over Lung Cheung Road	Under construction
Yau Tsim Mong District		
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Completed
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Chong Road near Chatham Road Interchange	Completed
KS40	Across Nathan Road near Bute Street	Completed
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction

HyD Structure No.	Location	Present Status
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Completed
NS10	Across Tsuen Wan Road near Lai King Estate	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS126	Across Kwai Fuk Road near Shing Fuk Street	Completed
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Completed
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
N546	Tsing Tsuen Bridge	Under construction
North District		
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Completed
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Completed

HyD Structure No.	Location	Present Status
NF212	Across Wo Hing Road near Wah Ming Road	Completed
NF296	Across Lung Sum Avenue near San Fat Street	Completed
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Completed
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF104	Across Fanling Highway and San Wan Road	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under construction
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under construction
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under construction
ST04	Across Tate's Cairn Tunnel Toll Plaza	Under investigation
Tai Po District		
NF81	Across East Rail Line Track near Kiu Tau	Completed

HyD Structure No.	Location	Present Status
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Completed
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Completed
NF266	Across Ting Kok Road near Tung Leung Lane	Completed
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Completed
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Completed
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Completed
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Completed
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Completed
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under construction
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Completed
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Completed
NS99	Across Tsing Wun Road near Yip Wong Road	Completed
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed

HyD Structure No.	Location	Present Status
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NF245	Across Fuk Hi Street near Wang Lok Street	Completed
NS199	Across Tin Ying Road near Shui Lung House of Tin Shui Estate	Completed
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under construction

Expanded Programme:

HyD Structure No.	Location	Present Status
Central & Western District		
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
Eastern District		
HF163	Across Siu Sai Wan Road near Harmony Road	Completed
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF92 & HF92A [#]	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under construction
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Implementation programme under review
Kowloon City District		
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under construction
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
Kwun Tong District		
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction

HyD Structure No.	Location	Present Status
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under construction
KS56	Across Kwun Tong Road near Ting On Street	Under construction
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under construction
KF97	Across Tai Po Road near Tai Wo Ping Road	Under construction
KF115	Across Ching Cheung Road between Ching Lai Commercial Centre and Mei Foo MTR Station	Under investigation
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under construction
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under construction
Yau Tsim Mong District		
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Completed
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
Islands District		
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction

HyD Structure No.	Location	Present Status
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Completed
NF295	Across San Wan Road near Landmark North	Completed
NS51 & NS128 [#]	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
Sai Kung District		
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Completed
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
Tai Po District		
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
Tuen Mun District		
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Completed
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
Tsuen Wan District		
NF186	Across Tai Chung Road near Heung Che Street	Under construction

HyD Structure No.	Location	Present Status
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
Yuen Long District		
NF148 & NF306 [#]	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

Next Phase:

Structure No.	Location	Present Status
Central & Western District		
HF6	Across Caine Road near Peel Street	Under investigation
HF135	Across Robinson Road near Vantage Park	Under investigation
Eastern District		
HF76	Across Island Eastern Corridor near Shun Tai Road	Under investigation
HF138	Across Siu Sai Wan Road near Bus Terminus	Under investigation
HS14	Across Shun Tai Road near Wing Tai Road Garden	Under investigation
Southern District		
HF175	Across Ap Lei Chau Bridge Road near Ap Lei Chau Drive	Under investigation
HKS01*	Across Lei Tung Estate Road near Tung Sing House, Lei Tung Estate	Under investigation
HKS02*	Across Tin Wan Street near Tin Wan Shopping Centre	Under investigation
Kowloon City District		
KS8	Across Prince Edward Road West near Lion Rock Road	Under investigation
K64	Across Hung Hom Road near Dyer Avenue	Under investigation
KC01*	Across Junction Road near Renfrew Road	Under investigation
Kwun Tong District		
KS43	Across Chun Wah Road near Lok Wah South Estate	Under investigation
K49	Along Lee On Road over New Clear Water Bay Road	Under investigation
KT02*	Across Wai Yip Street near Telford Gardens Block D2	Under investigation
Sham Shui Po District		
KF98	Across Lung Yuet Road near Chak On Road	Under investigation
SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Under investigation

Structure No.	Location	Present Status
SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Under investigation
Wong Tai Sin District		
KF73	Across Tung Tau Tsuen Road near Tung Lung Road	Under investigation
KF92 & KF92A [#]	Across Lung Poon Street near Fung Tak Road	Under investigation
WTS04*	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Under investigation
Islands District		
ID01*	Across Ying Hei Road near the Visionary and Caribbean Coast	Under investigation
Kwai Tsing District		
NF113	Across Lai King Hill Road near Yin Lai Court	Under investigation
K&T01*	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Under investigation
K&T02*	Across Tsing King Road near On Pak House	Under investigation
North District		
ND01*	Across Fanling Highway connecting Choi Yuen Estate and Tai Ping Estate	Under investigation
ND02*	Across Choi Yuen Road connecting Choi Yuen Plaza and Sheung Shui Station	Under investigation
ND03*	Across Fanling Station Road near Fanling Station	Under investigation
Sai Kung District		
NF310	Across Chiu Shun Road near Tin Ha Wan Village	Under investigation
SK01*	Across Tsui Lam Road near Tsui Lam Community Hall	Under investigation
SK02*	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Under investigation
Sha Tin District		
NF137	Across Sha Kok Street near Sha Kok Estate	Under investigation
NS225, NS284 & NS285 [#]	Across Sai Sha Road and Hang Ming Street near Renaissance College	Under investigation

Structure No.	Location	Present Status
ST06*	Across On Shing Street and On Luk Street connecting On Shing Street Garden and Sunshine City Phase 3 and 4	Under investigation
Tai Po District		
NS154	Across Tai Po Tai Wo Road near Tai Wo Neighbourhood Community Centre	Under investigation
TP02*	Across Sai Sha Road near Symphony Bay	Under investigation
TP03*	Connecting Plover Cove Garden Arcade and Tai Po Mega Mall	Under investigation
Tuen Mun District		
NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Under investigation
NF196	Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School	Under investigation
NF342	Across Ming Kum Road near Po Tin Estate	Under investigation
Tsuen Wan District		
NF242	Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden	Under investigation
NF334	Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road	Under investigation
TW03*	Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park	Under investigation
Yuen Long District		
NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Under investigation
NF374	Across Tin Fuk Road near Exit D of Tin Shui Wai West Rail Station	Under investigation
NF451	At the Public Transport Interchange of Lok Ma Chau Terminus	Under investigation

Notes:

- # Walkway involving more than one structure (item)
- * Walkway that is not maintained by the HyD

- End -

CONTROLLING OFFICER'S REPLY**THB(T)333****(Question Serial No. 5665)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2017.

Asked by: Hon CHAN Tanya (Member Question No. (LegCo use): 196)Reply:

The average daily numbers of traffic and transport incidents handled by the Emergency Transport Coordination Centre (ETCC) of the Transport Department (TD) from January to December 2017 are set out below:

Month in 2017	Average Daily Number of Traffic /Transport Incidents Handled ^{Note}
January	12.8
February	12.1
March	15.0
April	13.3
May	14.8
June	14.9
July	13.7
August	16.8
September	18.2
October	14.5
November	16.2
December	13.8

Note: A traffic or transport incident is regarded as a non-recurring event that causes reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location/event basis. For example, a public event incident necessitating road closure for several hours will be counted as one

incident. Similarly, a traffic incident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents/accidents at the scene. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow-up actions. The number of incidents in the table above did not include those handled by the HKPF at the scene but not referred to the ETCC for follow-up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)334****(Question Serial No. 4493)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the numbers of disabled persons holding driving licences in the past five years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. (LegCo use): 623)

Reply:

In accordance with section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him/her considerable difficulty in walking. The Transport Department maintains statistics on the numbers of aforementioned disabled persons holding full driving licences, but does not have a breakdown by type of disability.

The information for the past five years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2013	2 428
2014	2 523
2015	2 596
2016	2 688
2017	2 699

- End -

CONTROLLING OFFICER'S REPLY

THB(T)335

(Question Serial No. 6346)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2017, the Government explored with the MTR Corporation Limited (MTRCL) the development potential of stations and related sites along existing and future rail lines. What is the discussion progress on enhancing the frequency on Tung Chung Line?

Asked by: Hon CHOW Ho-ding, Holden (Member Question No. (LegCo use): 17)

Reply:

The MTRCL has been closely monitoring the services and passenger demand of Tung Chung Line, and would make adjustments whenever necessary to cater for the passenger demand at the critical link of Tung Chung Line. As number of the passengers commuting from Tsing Yi Station and Nam Cheong Station towards Hong Kong Station are relatively high during morning peak hours on weekdays, the MTRCL has, since early 2018, deployed two special train departures from Tsing Yi Station to Hong Kong Station during morning peak hours to relieve the crowding situation. Moreover, through further enhancement of train regulation recently, the train departure times from Tung Chung Station and Tsing Yi Station have become more even. The MTRCL will continue to keep in view the passenger demand on different sections of the railway network and consider measures to further enhance the service as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)336

(Question Serial No. 5111)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government jointly administrated with the relevant the Guangdong authorities the regulatory regime for cross-boundary vehicles. Please advise:

- (1) the quarterly figures on the number and type of vehicles entering Hong Kong and their purpose of visit in the past three years;
- (2) the quarterly figures on the number of vehicles departing to the Mainland China in the past three years;
- (3) the quarterly figures on the number and nature of offences involving the Mainland vehicles and drivers entering HK in the past three years; and
- (4) are there any changes to the regulatory regime in the past years? If yes, what are the reasons and details?

Asked by: Hon CHU Hoi-dick (Member Question No. (LegCo use): 9)

Reply:

(1) and (2)

When the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is grouped into three types of vehicles, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars (including cross-boundary hire cars, Hong Kong cross-boundary private cars, Mainland official/enterprise vehicles and Hong Kong private cars travelling to and from the Mainland via the Shenzhen Bay Port under the Ad Hoc Quota Scheme), with no further breakdown by their purposes of visits. According to the information provided by the Immigration Department and the Customs and Excise Department, the numbers of cross-boundary trips made by cross-boundary vehicles in the past three years are as follows:

Calendar year	Quarter	Coaches		Goods Vehicles		Private Cars	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2015	First	147 614	145 169	784 446	783 850	820 358	822 210
	Second	147 681	146 088	882 560	881 321	837 125	837 194
	Third	147 507	147 067	916 957	914 838	854 250	853 336
	Fourth	150 127	149 409	898 331	897 032	871 901	872 298
2016	First	147 950	145 708	764 974	764 626	846 074	847 801
	Second	147 127	147 942	859 259	857 207	890 729	890 754
	Third	146 947	147 871	913 690	911 858	905 184	904 720
	Fourth	147 509	146 585	945 464	943 433	916 228	916 371
2017	First	145 734	145 515	820 671	819 356	883 183	885 228
	Second	147 660	149 287	924 631	922 406	911 431	911 850
	Third	141 970	142 445	957 231	954 592	952 759	953 651
	Fourth	144 265	145 828	916 790	915 040	945 559	945 529

Note: The first, second, third and fourth quarters refer to the periods between January to March, April to June, July to September and October to December of each year.

(3)

According to the information provided by the Hong Kong Police Force (HKPF), the numbers of prosecutions involving Mainland vehicles in the past three years are set out in the table below. The HKPF does not maintain any quarterly figures in this regard.

Traffic Offences	Calendar year		
	2015	2016	2017*
Careless Driving	4	12	12
Speeding	468	607	637
Failing to Comply with Traffic Signal	28	61	58
Crossing Double White-lines	3	4	2
Failing to Comply with Traffic Sign/Road Marking	7	16	5
Illegal Parking	53	56	82
Total	563	756	796

* Provisional figures as at 15 March 2018.

The HKPF does not compile or maintain any statistics on the road traffic offences committed by Mainland drivers.

(4)

The Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government have been implementing and jointly administering a quota system for all types of cross-boundary vehicles (except Hong Kong goods vehicles and Lok Ma Chau-Huanggang Cross-boundary Shuttle Buses). All types of vehicles, irrespective of whether they are subject to quota requirement, must have the Approval Notice issued by the Guangdong Public Security Department and the closed road permit issued by the Transport Department, and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. This arrangement remains the same.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)337****(Question Serial No. 3795)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In light of the shortage of parking spaces across the territory, the Transport Department (TD) will adopt multi-pronged approach to increase land supply in the short, medium and long term as well as conduct review on land use planning. Please advise this Committee on:

1. the current numbers of parking spaces in 18 districts;
2. the numbers of parking spaces expected to be completed in various districts in each of the coming five years;
3. the current numbers of government multi-storey car parks, the numbers of parking spaces and their utilisation; and
4. whether consideration will be given to re-provision government multi-storey car parks in districts short of parking spaces.

Asked by: Hon HO Kai-ming (Member Question No. (LegCo use): 49)Reply:1.

As at end February 2018, the number of parking spaces in each of the 18 districts is:

District	Number of parking spaces
Central & Western	40 657
Wan Chai	36 608
Eastern	53 882

District	Number of parking spaces
Southern	42 272
Yau Tsim Mong	37 870
Sham Shui Po	34 165
Kowloon City	53 409
Wong Tai Sin	24 511
Kwun Tong	54 347
Tsuen Wan	39 467
Tuen Mun	45 053
Yuen Long	45 002
North	23 995
Tai Po	30 806
Sai Kung	44 623
Sha Tin	77 965
Kwai Tsing	49 314
Islands	17 094
Total	751 040

2. and 4.

The Government has been actively pursuing a number of measures to increase parking spaces since October 2017. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years. Under the present policy the Government mainly requires the provision of parking spaces in private development projects to meet their own parking demand and, if feasible, additional public parking spaces to cater for existing demand in various districts through the Land Sale Programme. As the supply of new parking spaces through such means depends on the progress of individual development projects, the TD does not compile specific projection on the number of such parking spaces.

3.

A list of government multi-storey car parks, their numbers of parking spaces and their utilisation rates are:

Car Park	No. of Parking Spaces*	Average utilisation rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The numbers of parking spaces include parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

^ Excluding motorcycles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)338****(Question Serial No. 4265)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

1. the operating expenditure and revenue of the Lantau Link in the past five years; and
2. whether the Lantau Link has achieved full cost recovery and a financially break-even position?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 186)Reply:

1. The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2012-13 (\$ million)	2013-14 (\$ million)	2014-15 (\$ million)	2015-16 (\$ million)	2016-17 (\$ million)
Revenue	463.4	492.7	525.6	562.9	597.4
Expenditure	275.1	270.3	278.5	279.9	305.3

2. Since its opening on 22 May 1997, the capital cost of the Lantau Link has not yet been fully recovered. As for its operating accounts, Lantau Link has maintained a financially break-even position since 2007.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)339****(Question Serial No. 4274)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for conducting vehicle examination. Will the TD provide the following information:

1. the numbers of public light buses inspected by the TD's vehicle examination centres (VECs) and the number of public light buses failing such inspections with the reasons in the past three years;
2. the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
3. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 195)Reply:

1. The number of public light buses inspected by Government VECs and the number of public light buses failing such inspections in each of the years between 2015 and 2017 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate ¹
2015	4 479	232	5%
2016	4 552	231	5%
2017	4 336	162	4%

¹ Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

2. There were 4 349 registered public light buses in Hong Kong as in March 2018, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Dongfeng Gemini, Golden Dragon XML6700 series and Optare Solo. Apart from the Golden Dragon XML6700 series and Optare Solo which were newly introduced in Hong Kong in mid-2017 and early 2018 respectively and hence no inspection has been required yet, all other models had been involved in cases in which the vehicles concerned failed the inspections. The TD does not have a breakdown of the reasons for failure cases by manufacturer and vehicle model.
3. A vehicle should satisfy the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) and the Road Traffic (Safety Equipment) Regulations (Cap 374F) before it is allowed to be used on roads. When inspecting public light buses, vehicle examiners of Government VECs carry out examinations according to the related requirements stipulated in a handbook formulated by the TD in accordance with the above legislation. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, etc. are inspected to ensure that a vehicle satisfies the statutory requirements and is roadworthy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)340****(Question Serial No. 4284)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The present traffic volumes at morning peak hours of the following major roads:

Major roads	Traffic volume at morning peak hours
Tuen Mun Road (Siu Lam Section) (east bound)	
Tuen Mun Road (Sham Tseng Section) (east bound)	
West of Tsing Lung Tau	
Tai Lam Tunnel (south bound)	
Ting Kau Bridge (south bound)	
Tuen Mun Road (Town Centre Section) (south bound)	
North Lantau Highway (east bound)	
Lantau Link (east bound)	
Yuen Long Highway near Lam Tei Interchange (north bound)	
Yuen Long Highway near Tan Kwai Tsuen (south bound)	
Stonecutters Bridge (east bound)	
Cheung Tsing Tunnel (east bound)	
Castle Peak Road Tsing Lung Tau Section (east bound)	
Kong Sham Western Highway (south bound)	

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 205)Reply:

The traffic volumes at morning peak hours of the concerned road sections in 2016 are at the Annex. The data for 2017 are still being processed and not yet available.

Major roads	Traffic volume at morning peak hours[@] (vehicle/hour)
Tuen Mun Road (Siu Lam Section) (east bound) #	-
Tuen Mun Road (Sham Tseng Section) (east bound)	5 510
West of Tsing Lung Tau #	-
Tai Lam Tunnel (south bound)	3 760
Ting Kau Bridge (south bound)	4 830
Tuen Mun Road (Town Centre Section) (south bound)	4 410
North Lantau Highway (east bound)	1 340
Lantau Link (east bound)	2 090
Yuen Long Highway near Lam Tei Interchange (north bound)	3 680
Yuen Long Highway near Tan Kwai Tsuen (south bound)	3 570
Stonecutters Bridge (east bound) #	-
Cheung Tsing Tunnel (east bound)	3 170
Castle Peak Road Tsing Lung Tau Section (east bound) #	-
Kong Sham Western Highway (south bound)#	-

@ Morning peak hours mean 7:00 am - 9:00 am on weekdays.

Data on traffic volume at morning peak hours are not available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)341

(Question Serial No. 4285)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as the Central Kowloon Route (CKR). Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during peak hour in the past five years; and
2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 206)

Reply:

1. A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Between 2012 and 2016^{Note 1}, the v/c ratios of major sections of each of the strategic routes^{Note 2} in Hong Kong during the morning peak hour^{Note 3} are listed at Annex. The data in the table are based on the observed traffic volume data compiled in the published Annual Traffic Census while the capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion at its downstream roads and other slip roads^{Note 4} or other traffic factors^{Note 5}. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above method may not truly reflect the actual traffic conditions of a road. Very often, additional traffic data need to be collected for a more in-depth professional analysis.

2. As the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided. In general, the v/c ratio of a section of a strategic route during non-peak hour will be lower than that during peak hours.

Notes

- ¹ The traffic statistics for the year 2017 are still being processed.
- ² V/c ratios for Route 6 and Route 10 are not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Route 10 refers to Kong Sham Western Highway. Since no peak hour traffic flow data is available in the Annual Traffic Census, the corresponding v/c ratio could not be compiled.
- ³ “Morning peak hour” refers to the busiest one hour from 7:00 a.m. to 10:00 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).
- ⁴ Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road. The actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
- ⁵ Other factors affecting actual traffic capacity include the proportions of different types of vehicles using the road (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lower), geometry of the road section, etc.

Road Section	Strategic Route	Direction	V/C Ratio				
			2012	2013	2014	2015	2016
Hong Kong							
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.7	0.5	0.6	0.7
Kowloon							
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.6	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.8	0.7	0.8	0.8	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.9	0.9	0.9	0.9	0.8
New Territories East							
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	0.9
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.5	0.4	0.4	0.5

Road Section	Strategic Route	Direction	V/C Ratio				
			2012	2013	2014	2015	2016
New Territories West							
Ting Kau Bridge	3	Southbound	0.9	0.8	1.0	1.1	1.0
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	1.0	0.9	0.9	1.0	0.9

- End -

CONTROLLING OFFICER'S REPLY**THB(T)342****(Question Serial No. 4306)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In recent years, the Government takes forward different transport infrastructures such as Central Kowloon Route. Please advise the traffic volume/capacity (v/c) ratio during peak hours and non-peak hours of the strategic routes in Hong Kong in the past five years.

The Transport and Housing Bureau is responsible for monitoring the development of transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Aberdeen Tunnel									
Cross-Harbour Tunnel									
Eastern Harbour Crossing									
Western Harbour Crossing									
Kai Tak Tunnel									
Lion Rock Tunnel									
Tate's Cairn Tunnel									
Tseung Kwan O Tunnel									
Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 260)

Reply:

A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tsung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestions at the northbound portal of the Aberdeen Tunnel during peak hours occasionally require intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and hence lowering the v/c ratio of Aberdeen Tunnel.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volume of each of the tunnels in Hong Kong and their respective v/c ratio are provided in the two tables below ^{Note 1}.

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
			2013	1 700	0.7	1 100	0.4
		Southbound	2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5
			2013	2 000	0.8	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
			2013	2 800	1.1	2 200	0.8
		Southbound	2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
			2013	2 900	1.1	2 300	0.9
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
			2013	2 600	1.0	1 300	0.5
		Southbound	2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5
			2013	2 700	1.0	1 200	0.5

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
			2013	2 300	0.5	1 100	0.3
		Southbound	2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3
			2013	2 300	0.5	1 100	0.3
Lion Rock Tunnel	Greater Lucky (H.K.) Co., Ltd	Northbound	2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
			2013	2 400	0.9	1 700	0.7
		Southbound	2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
			2013	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Tate's Cairn Tunnel Co. Ltd.	Northbound	2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
			2013	1 900	0.7	900	0.3
		Southbound	2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3
			2013	2 000	0.8	800	0.3

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
			2013	2 700	1.0	1 400	0.5
		Eastbound	2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6
			2013	2 600	1.0	1 500	0.6
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Westbound	2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
			2013	1 500	0.3	800	0.2
		Eastbound	2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
			2013	1 700	0.4	700	0.1
Shing Mun Tunnels	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
			2013	1 700	0.7	900	0.3
		Eastbound	2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3
			2013	1 700	0.7	900	0.3

(I) Tolled tunnels ^{Note 2,3}							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
			2013	1 800	0.4	1 100	0.2
		Southbound	2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2
			2013	2 300	0.5	1 100	0.2

(II) Toll-free tunnels ^{Note 4}					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Greater Lucky (H.K.) Co., Ltd	Westbound	2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
			2013	1 300	0.5
		Eastbound	2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
			2013	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
			2013	1 500	0.3
		Eastbound	2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3
			2013	1 300	0.3
Nam Wan Tunnel	Serco Lam JV	Westbound	2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
			2013	900	0.2
		Eastbound	2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2
			2013	1 000	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department does not have their estimate peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions.

Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays. Non-peak hours refer to the remaining hours other than the six peak hours in the morning and afternoon during the 24 hour on weekdays.

- Note 3: TD does not have the data on Discovery Bay Tunnel which is built and managed by a private company and for the exclusive use of authorised vehicles.
- Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Ching Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, TD does not have a breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions and their respective average v/c ratio.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)343****(Question Serial No. 4312)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the number of on-street parking spaces in the past five years, the number of on-street parking spaces for which local consultations have been conducted, and the number of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the number of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the number of parking spaces at each location (by vehicle type) (in tabulated form); and
3. the name of multi-storey car parks under the TD's management, the number of parking spaces therein (by vehicle type) and utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 271)Reply:

1. The number of on-street parking spaces as at end of February each year in the past five years is as follows:

2014	2015	2016	2017	2018
32 980	33 240	33 445	33 899	34 375

The total number of on-street parking spaces for which local consultations have been conducted in the past five years is:

District	Number of on-street parking spaces for which local consultations have been conducted
Central and Western	210

District	Number of on-street parking spaces for which local consultations have been conducted
Wan Chai	85
Eastern	138
Southern	106
Yau Tsim Mong	153
Sham Shui Po	245
Kowloon City	122
Wong Tai Sin	151
Kwun Tong	282
Tsuen Wan	362
Tuen Mun	153
Yuen Long	188
North	138
Sai Kung	114
Sha Tin	154
Tai Po	30
Kwai Tsing	210
Islands	126
Total in Hong Kong	2 967

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.

2. The number of STT public fee-paying car parks and the number of parking spaces in these car parks by vehicle types in each of the 18 districts are as follows:

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	2	283	4	11
Eastern	11	1 268	194	75	31
Southern	6	199	73	31	0
Wan Chai	0	0	0	0	0
Kowloon City	11	1 534	400	575	5
Kwun Tong	9	971	189	44	0
Sham Shui Po	6	672	388	52	15
Wong Tai Sin	6	378	18	78	30
Yau Tsim Mong	7	743	119	6	1

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
North	16	2 320	354	0	22
Sai Kung	16	3 048	216	7	7
Sha Tin	15	2 495	215	33	8
Tai Po	8	1 116	151	0	22
Islands	2	67	0	0	0
Kwai Tsing	41	2 023	5 479	177	14
Tsuen Wan	10	1 965	152	29	24
Tuen Mun	15	1 758	479	0	6
Yuen Long	8	797	53	0	22
Total	191	21 356	8 763	1 111	218

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

3. The current government multi-storey car parks, the number of parking spaces in these car parks and their average utilisation rates as at December 2017 are as follows:

Car Park	No. of Parking Spaces*	Average utilization rate^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	34%	46%	10%
Rumsey Street Car Park	983	63%	73%	46%
Tin Hau Car Park	504	83%	89%	70%
Shau Kei Wan Car Park	458	84%	85%	82%
Aberdeen Car Park	344	79%	74%	87%
Yau Ma Tei Car Park	846	64%	75%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	91%	90%	93%
Kwai Fong Car Park	645	72%	73%	71%
Tsuen Wan Car Park	579	89%	91%	85%
Kennedy Town Car Park	232	81%	83%	77%
Total	5 547	72%	77%	62%

* The numbers of parking spaces include parking spaces for private cars, van-type Light Goods Vehicles and motorcycles.

^ Excluding motorcycles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)344****(Question Serial No. 4313)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee of:

1. the number of bicycle parking spaces in the 18 districts in Hong Kong in the past five years (in tabulated form);
2. the location and number of bicycle parking spaces at public transport interchanges (PTIs) and near railway stations; and
3. the number of additional bicycle parking spaces to be provided in various districts in the coming year.

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 280)Reply:

1. The number of bicycle parking spaces managed by the Transport Department (TD) by districts as at year end in the past five years is as follows:

District	Number of bicycle parking spaces				
	2013	2014	2015	2016	2017
Central & Western	0	0	0	0	0
Wan Chai	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	0	0	0	0	0
Kowloon City	0	0	0	0	0
Sham Shui Po	60	60	60	60	60
Kwun Tong	0	0	0	0	0
Kwai Tsing	0	0	0	0	0
Yau Tsim Mong	51	51	51	51	51

District	Number of bicycle parking spaces				
	2013	2014	2015	2016	2017
Wong Tai Sin	0	0	0	0	0
Islands	4 067	4 155	4 619	4 619	4 637
North	3 422	4 034	4 034	4 172	4 384
Sai Kung	4 946	4 986	4 986	4 986	5 112
Sha Tin	5 494	6 044	6 044	6 044	6 118
Tai Po	3 686	3 686	3 686	3 686	3 686
Tsuen Wan	74	74	74	74	74
Tuen Mun	4 172	4 261	4 339	4 431	4 668
Yuen Long	8 275	8 275	8 400	8 757	8 995
Total	34 247	35 626	36 293	36 880	37 785

2. There are 176 bicycle parking spaces at covered PTIs and about 13 400 bicycle parking spaces in the vicinity of MTR stations managed by the TD.
3. The number of additional bicycle parking spaces to be provided in 2018 is as follows:

District	Number of additional bicycle parking spaces in 2018
Islands	41
North	52
Sai Kung	26
Sha Tin	0
Tai Po	48
Tsuen Wan	0
Tuen Mun	472
Yuen Long	254
Total	893

- End -

CONTROLLING OFFICER'S REPLY**THB(T)345****(Question Serial No. 4314)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

The numbers of parking spaces provided in various districts in Hong Kong in the past five years (with a breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

	Year					
	Number of parking spaces					
District	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for the exclusive use of individuals	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
e.g. Kwai Tsing	xxxx (-2%)					

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five years; and the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 282)

Reply:

The number of parking spaces in various districts in the past five years is tabulated at Annex 1.

The number of newly registered private cars and licensed private cars in Hong Kong in the past five years is tabulated at Annex 2.

The number of parking spaces by district and vehicle type is tabulated at Annex 3.

Number of parking spaces by district (as at February 2018)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 261	598	8 210	382	27 517	320
	(-19.9%)	(-3.2%)	(-0.2%)	(2.7%)	(-1.0%)	(0.0%)
Wan Chai	1 324	32	8 940	63	25 029	163
	(1.8%)	(0.0%)	(2.3%)	(0.0%)	(0.3%)	(0.0%)
Eastern	1 657	158	12 037	637	35 224	1 644
	(0.1%)	(-0.6%)	(2.7%)	(-18.6%)	(0.1%)	(-0.1%)
Southern	1 533	207	6 762	637	30 658	623
	(0.0%)	(-0.5%)	(0.1%)	(-3.8%)	(0.4%)	(1.8%)
Yau Tsim Mong	2 339	518	13 135	1 814	17 661	357
	(-0.0%)	(-1.7%)	(0.2%)	(-0.5%)	(0.7%)	(3.5%)
Sham Shui Po	2 301	1 097	8 028	1 459	18 312	1 067
	(3.1%)	(0.2%)	(-2.4%)	(-4.6%)	(1.4%)	(0.2%)
Kowloon City	2 445	232	7 984	1 535	38 742	589
	(0.5%)	(-0.4%)	(3.4%)	(-8.5%)	(2.1%)	(-0.5%)
Wong Tai Sin	1 074	162	5 227	232	14 558	996
	(0.0%)	(-4.1%)	(-6.3%)	(-18.0%)	(0.7%)	(2.2%)
Kwun Tong	1 791	181	12 634	1 097	31 630	3 117
	(5.0%)	(-1.1%)	(0.9%)	(3.0%)	(0.9%)	(-5.1%)
Tsuen Wan	1 457	87	9 434	1 158	24 896	1 128
	(-0.1%)	(-3.3%)	(0.1%)	(2.3%)	(3.3%)	(3.2%)
Tuen Mun	1 582	379	8 619	1 239	30 508	1 080
	(2.9%)	(8.3%)	(1.2%)	(-2.7%)	(2.3%)	(0.0%)
Yuen Long	1 655	577	8 482	437	30 720	1 440
	(11.6%)	(6.7%)	(1.4%)	(-2.2%)	(3.3%)	(7.6%)
North	1 663	486	5 068	621	14 559	790
	(0.1%)	(1.0%)	(-0.1%)	(-2.4%)	(-1.2%)	(-0.9%)
Tai Po	1 869	415	5 496	332	21 134	587
	(14.2%)	(-1.9%)	(-4.1%)	(-19.4%)	(1.1%)	(-6.1%)
Sai Kung	2 174	500	10 631	432	27 014	992
	(1.1%)	(-2.9%)	(0.8%)	(-0.7%)	(3.8%)	(0.2%)
Sha Tin	2 493	355	16 144	1 153	53 552	1 447
	(14.5%)	(2.3%)	(4.2%)	(0.8%)	(1.7%)	(-0.1%)
Kwai Tsing	1 433	365	9 854	7 499	24 186	3 342
	(-1.8%)	(5.2%)	(1.6%)	(3.7%)	(-0.4%)	(0.5%)
Islands	492	132	6 199	347	8 874	526
	(0.4%)	(1.5%)	(-12.9%)	(-13.0%)	(0.0%)	(0.0%)
Total	31 543	6 481	162 884	21 074	474 774	20 208
	(1.3%)	(0.5%)	(0.2%)	(-1.4%)	(1.2%)	(-0.1%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2017)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 821	618	8 226	372	27 790	320
	(1.7%)	(1.6%)	(2.6%)	(-3.4%)	(3.0%)	(-0.6%)
Wan Chai	1 301	32	8 739	63	24 955	163
	(-0.8%)	(0.0%)	(2.0%)	(0.0%)	(-0.9%)	(0.6%)
Eastern	1 655	159	11 724	783	35 204	1 645
	(0.2%)	(8.9%)	(-0.3%)	(0.3%)	(2.7%)	(1.4%)
Southern	1 533	208	6 752	662	30 530	612
	(1.7%)	(-1.0%)	(2.5%)	(36.2%)	(2.8%)	(-6.4%)
Yau Tsim Mong	2 340	527	13 108	1 824	17 544	345
	(0.5%)	(-0.4%)	(3.9%)	(-2.6%)	(5.0%)	(4.9%)
Sham Shui Po	2 232	1 095	8 224	1 529	18 063	1 065
	(-1.1%)	(-3.4%)	(-2.3%)	(28.8%)	(0.8%)	(-6.3%)
Kowloon City	2 433	233	7 722	1 677	37 960	592
	(-8.6%)	(0.0%)	(6.3%)	(-11.0%)	(6.4%)	(11.1%)
Wong Tai Sin	1 074	169	5 577	283	14 451	975
	(-3.9%)	(-11.1%)	(5.1%)	(-12.1%)	(0.4%)	(2.5%)
Kwun Tong	1 705	183	12 519	1 065	31 344	3 286
	(4.5%)	(-18.3%)	(-2.6%)	(-25.5%)	(2.3%)	(3.3%)
Tsuen Wan	1 458	90	9 422	1 132	24 101	1 093
	(2.7%)	(1.1%)	(0.2%)	(-1.5%)	(1.4%)	(8.2%)
Tuen Mun	1 537	350	8 521	1 274	29 833	1 080
	(-0.1%)	(6.4%)	(3.4%)	(-1.4%)	(0.8%)	(2.5%)
Yuen Long	1 483	541	8 368	447	29 739	1 338
	(6.5%)	(16.3%)	(4.4%)	(3.5%)	(3.3%)	(2.3%)
North	1 662	481	5 075	636	14 731	797
	(-2.8%)	(0.4%)	(1.7%)	(8.3%)	(4.1%)	(7.0%)
Tai Po	1 636	423	5 732	412	20 911	625
	(-0.4%)	(-0.2%)	(3.2%)	(-2.4%)	(0.2%)	(-2.8%)
Sai Kung	2 151	515	10 549	435	26 020	990
	(2.3%)	(5.7%)	(12.5%)	(-22.5%)	(7.1%)	(15.4%)
Sha Tin	2 177	347	15 493	1 144	52 676	1 449
	(6.2%)	(-3.1%)	(-3.8%)	(-1.5%)	(1.5%)	(2.7%)
Kwai Tsing	1 460	347	9 697	7 234	24 295	3 325
	(-4.5%)	(-2.3%)	(0.0%)	(5.9%)	(4.8%)	(4.0%)
Islands	490	130	7 119	399	8 870	526
	(9.4%)	(11.1%)	(2.8%)	(50.6%)	(13.5%)	(-7.9%)
Total	31 148	6 448	162 567	21 371	469 017	20 226
	(0.2%)	(0.6%)	(1.8%)	(1.3%)	(2.9%)	(2.7%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2016)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 775	608	8 018	385	26 985	322
	(0.3%)	(1.5%)	(0.2%)	(5.2%)	(0.4%)	(0.0%)
Wan Chai	1 312	32	8 567	63	25 178	162
	(-0.4%)	(0.0%)	(0.3%)	(0.0%)	(1.0%)	(4.5%)
Eastern	1 652	146	11 760	781	34 278	1 622
	(0.8%)	(24.8%)	(-1.1%)	(6.0%)	(0.1%)	(-1.5%)
Southern	1 508	210	6 588	486	29 698	654
	(-0.7%)	(0.0%)	(-1.1%)	(18.0%)	(0.2%)	(0.0%)
Yau Tsim Mong	2 329	529	12 622	1 872	16 714	329
	(-0.3%)	(-0.2%)	(-1.0%)	(-5.8%)	(4.2%)	(20.1%)
Sham Shui Po	2 257	1 134	8 416	1 187	17 912	1 137
	(-3.8%)	(-0.4%)	(-1.3%)	(-32.1%)	(1.5%)	(1.8%)
Kowloon City	2 663	233	7 267	1 885	35 683	533
	(-0.4%)	(0.0%)	(-6.1%)	(-10.0%)	(0.1%)	(0.0%)
Wong Tai Sin	1 118	190	5 308	322	14 396	951
	(2.3%)	(1.1%)	(-0.4%)	(-14.8%)	(0.4%)	(0.0%)
Kwun Tong	1 632	224	12 847	1 429	30 633	3 181
	(2.8%)	(0.0%)	(-6.4%)	(-14.8%)	(2.0%)	(0.3%)
Tsuen Wan	1 420	89	9 405	1 149	23 765	1 010
	(0.0%)	(0.0%)	(7.1%)	(2.3%)	(2.7%)	(0.2%)
Tuen Mun	1 539	329	8 243	1 292	29 594	1 054
	(0.5%)	(-2.4%)	(1.3%)	(2.5%)	(0.5%)	(0.0%)
Yuen Long	1 392	465	8 015	432	28 799	1 308
	(-2.3%)	(-11.3%)	(0.1%)	(-2.9%)	(0.1%)	(-0.5%)
North	1 710	479	4 991	587	14 145	745
	(0.0%)	(0.0%)	(2.5%)	(-5.6%)	(0.7%)	(0.0%)
Tai Po	1 643	424	5 556	422	20 873	643
	(0.0%)	(-1.4%)	(-0.8%)	(-25.0%)	(5.1%)	(0.8%)
Sai Kung	2 102	487	9 380	561	24 290	858
	(0.0%)	(-2.2%)	(4.4%)	(9.8%)	(1.7%)	(-14.5%)
Sha Tin	2 049	358	16 110	1 161	51 874	1 411
	(-0.2%)	(-5.3%)	(-1.0%)	(-7.5%)	(1.2%)	(0.0%)
Kwai Tsing	1 529	355	9 697	6 828	23 187	3 198
	(2.9%)	(-2.2%)	(-1.9%)	(-3.6%)	(0.4%)	(0.1%)
Islands	448	117	6 925	265	7 815	571
	(2.1%)	(5.4%)	(1.3%)	(-4.0%)	(0.4%)	(0.0%)
Total	31 078	6 409	159 715	21 107	455 819	19 689
	(-0.0%)	(-1.1%)	(-0.5%)	(-6.6%)	(1.1%)	(-0.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2015)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 768	599	8 002	366	26 871	322
	(0.3%)	(0.0%)	(-0.7%)	(0.0%)	(0.3%)	(0.0%)
Wan Chai	1 317	32	8 541	63	24 935	155
	(-0.1%)	(0.0%)	(-1.6%)	(1.6%)	(0.2%)	(0.0%)
Eastern	1 639	117	11 894	737	34 230	1 646
	(-1.1%)	(0.0%)	(-0.9%)	(0.0%)	(0.2%)	(-0.4%)
Southern	1 518	210	6 658	412	29 648	654
	(0.9%)	(2.9%)	(1.6%)	(1.0%)	(-0.9%)	(0.5%)
Yau Tsim Mong	2 337	530	12 752	1 987	16 042	274
	(-25.5%)	(-0.4%)	(1.5%)	(2.6%)	(-0.2%)	(0.0%)
Sham Shui Po	2 347	1 138	8 523	1 748	17 644	1 117
	(11.5%)	(1.7%)	(-1.7%)	(-0.6%)	(2.9%)	(-0.3%)
Kowloon City	2 673	233	7 735	2 094	35 634	533
	(11.9%)	(0.0%)	(3.3%)	(14.5%)	(0.6%)	(1.1%)
Wong Tai Sin	1 093	188	5 329	378	14 336	951
	(0.2%)	(0.0%)	(-6.0%)	(-7.4%)	(2.3%)	(0.0%)
Kwun Tong	1 588	224	13 721	1 678	30 045	3 171
	(0.0%)	(0.4%)	(-0.7%)	(9.7%)	(1.8%)	(0.3%)
Tsuen Wan	1 420	89	8 783	1 123	23 129	1 008
	(-3.7%)	(2.3%)	(-2.1%)	(-12.3%)	(0.5%)	(5.5%)
Tuen Mun	1 532	337	8 141	1 261	29 458	1 054
	(-0.6%)	(0.0%)	(0.3%)	(0.0%)	(0.8%)	(0.5%)
Yuen Long	1 425	524	8 006	445	28 767	1 314
	(0.1%)	(5.0%)	(1.5%)	(0.0%)	(0.5%)	(-0.1%)
North	1 710	479	4 869	622	14 043	745
	(1.5%)	(0.4%)	(0.5%)	(3.5%)	(-0.6%)	(0.0%)
Tai Po	1 643	430	5 601	563	19 856	638
	(0.0%)	(1.4%)	(2.1%)	(0.0%)	(3.2%)	(0.0%)
Sai Kung	2 102	498	8 985	511	23 892	1 003
	(2.4%)	(-4.0%)	(-0.2%)	(0.0%)	(0.7%)	(0.0%)
Sha Tin	2 054	378	16 279	1 255	51 277	1 411
	(0.3%)	(0.0%)	(0.6%)	(-4.4%)	(0.7%)	(4.1%)
Kwai Tsing	1 486	363	9 886	7 082	23 097	3 195
	(0.7%)	(-0.3%)	(2.1%)	(2.2%)	(0.3%)	(0.7%)
Islands	439	111	6 839	276	7 785	571
	(3.5%)	(0.0%)	(-1.0%)	(-29.6%)	(8.3%)	(4.0%)
Total	31 091	6 480	160 544	22 601	450 689	19 762
	(-0.7%)	(0.6%)	(-0.0%)	(1.2%)	(0.8%)	(0.8%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2014)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Parking spaces provided at privately-operated car parks available for public use		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 760	599	8 062	366	26 798	322
	(0.7%)	(-1.8%)	(0.1%)	(0.8%)	(-1.4%)	(0.0%)
Wan Chai	1 318	32	8 676	62	24 896	155
	(0.0%)	(10.3%)	(0.0%)	(0.0%)	(-0.3%)	(0.0%)
Eastern	1 657	117	12 000	737	34 159	1 653
	(-0.8%)	(0.0%)	(-0.2%)	(-12.7%)	(0.1%)	(1.4%)
Southern	1 505	204	6 553	408	29 925	651
	(2.1%)	(8.5%)	(0.0%)	(-2.2%)	(-0.1%)	(0.5%)
Yau Tsim Mong	3 137	532	12 566	1 936	16 075	274
	(0.8%)	(4.9%)	(-3.7%)	(-3.0%)	(0.2%)	(0.4%)
Sham Shui Po	2 105	1 119	8 671	1 758	17 141	1 120
	(-2.8%)	(0.0%)	(0.6%)	(1.9%)	(-0.5%)	(-1.0%)
Kowloon City	2 388	233	7 491	1 829	35 413	527
	(-1.1%)	(-14.7%)	(-0.9%)	(-1.5%)	(0.8%)	(1.0%)
Wong Tai Sin	1 091	188	5 667	408	14 017	951
	(-4.2%)	(2.7%)	(-5.8%)	(-14.5%)	(0.1%)	(-0.1%)
Kwun Tong	1 588	223	13 818	1 530	29 517	3 162
	(-6.8%)	(-13.6%)	(1.3%)	(8.4%)	(1.2%)	(1.5%)
Tsuen Wan	1 475	87	8 972	1 280	23 009	955
	(-34.5%)	(0.0%)	(-7.8%)	(-13.1%)	(0.7%)	(0.0%)
Tuen Mun	1 541	337	8 113	1 261	29 226	1 049
	(0.5%)	(0.0%)	(-4.0%)	(-5.5%)	(1.0%)	(-0.4%)
Yuen Long	1 424	499	7 886	445	28 622	1 315
	(-0.5%)	(0.4%)	(3.6%)	(0.5%)	(7.3%)	(4.5%)
North	1 684	477	4 846	601	14 131	745
	(0.0%)	(0.0%)	(-15.7%)	(0.5%)	(1.3%)	(0.0%)
Tai Po	1 643	424	5 484	563	19 241	638
	(6.3%)	(0.0%)	(8.4%)	(40.0%)	(3.1%)	(0.8%)
Sai Kung	2 052	519	9 005	511	23 716	1 003
	(1.6%)	(-0.4%)	(-2.8%)	(-2.5%)	(-0.7%)	(0.0%)
Sha Tin	2 047	378	16 176	1 313	50 919	1 355
	(0.3%)	(-0.8%)	(-1.2%)	(-5.6%)	(-0.4%)	(1.0%)
Kwai Tsing	1 476	364	9 682	6 928	23 035	3 174
	(-1.3%)	(-15.7%)	(3.0%)	(-0.9%)	(0.3%)	(4.4%)
Islands	424	111	6 906	392	7 189	549
	(-1.2%)	(4.7%)	(3.4%)	(14.0%)	(0.3%)	(0.9%)
Total	31 315	6 443	160 574	22 328	447 029	19 598
	(-2.7%)	(-1.6%)	(-1.2%)	(-1.4%)	(0.7%)	(1.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

The number of newly registered private cars at end of each year from 2014 up to February 2018 and the number of licensed private cars as at end of February between 2014 and 2018 are as follows:

Year (as at year end)	Number of newly registered private cars
2014	46 636
2015	50 322
2016	41 182
2017	43 642
2018 (up to February)	6 476

Year (as at end February)	Number of licensed private cars
2014	480 319
2015	500 449
2016	523 960
2017	539 446
2018	556 407

The number of parking spaces by district and vehicle type as at February 2018 is as follows:

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Islands	15 565	779	226	520	17 090
Total	669 201	43 063	4 700	33 759	750 723

* The figures exclude about 300 parking spaces that are reserved for special public services, such as refuse collection or post offices' vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)346****(Question Serial No. 4333)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in the table below the numbers of applications for direct issue of Hong Kong full driving licences and the corresponding numbers of applications approved.

	Number of applications received from Mainland drivers	Number of applications approved for Mainland drivers	Number of applications received from overseas drivers (excluding Mainland drivers)	Number of applications approved for overseas drivers (excluding Mainland drivers)
2013				
2014				
2015				
2016				
2017				

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 328)Reply:

The Transport Department keeps statistics on direct issue applications based on the issuing countries or places of the driving licences but does not keep statistics on whether the applicants are Mainland or overseas drivers. The number of applications by issuing countries or places of driving licences from 2013 to 2017 is broken down as follows:

	Number of applications received from Mainland driving licence holders	Number of applications approved for Mainland driving licence holders ^{Note}	Number of applications received from overseas driving licence holders (excluding Mainland driving licence holders)	Number of applications approved for overseas driving licence holders (excluding Mainland driving licence holders) ^{Note}
2013	24 944	24 810	13 218	13 204
2014	35 058	34 949	12 475	12 459
2015	37 819	37 680	12 198	12 187
2016	35 324	35 261	11 451	11 424
2017	35 893	35 765	11 850	11 834

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)347

(Question Serial No. 5940)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the total length of cycle tracks in Hong Kong?

Please tabulate the locations and lengths of cycle tracks and the numbers of bicycle parking spaces in various districts. Please also provide the rates of increase or decrease in the past three years, as well as the estimated future rate of increase, in the provision of cycle tracks.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 150)

Reply:

The numbers of public bicycle parking spaces by district as at February 2018 are tabulated at Annex 1.

The lengths of cycle tracks by district managed by the Transport Department (TD) in the past three years are tabulated at Annex 2.

For increase in the provision of cycle tracks, the lengths of cycle tracks under construction/planning by the Civil Engineering and Development Department (CEDD) for development of the existing cycle track network in the New Territories and for new development areas/infrastructure projects are at Annex 3.

**Numbers of Existing Bicycle Parking Spaces
(as at end February 2018)**

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 076
North	6 369
Sai Kung	5 762
Sha Tin	12 311
Tai Po	6 472
Tsuen Wan	107
Tuen Mun	6 016
Yuen Long	15 584
Total	59 065

Lengths of Existing Cycle Tracks by District Managed by the TD

District	Length of cycle tracks at year end (kilometres)		
	2015	2016	2017
Central & Western	0	0	0
Wan Chai	0	0	0
Eastern	0	0	0
Southern	0.3	0.3	0.3
Kowloon City	0	0	0
Sham Shui Po	0	0	0
Kwun Tong	0	0	0
Kwai Tsing	0	0	0
Yau Tsim Mong	0	0	0
Wong Tai Sin	0	0	0
Islands	14	14	14
North	27	27	27
Sai Kung	22	22	22
Sha Tin	57	57	57
Tai Po	36	36	36
Tsuen Wan	0	0	0
Tuen Mun	20	20.1	20.1
Yuen Long	45.6	45.8	46.4
Total	221.9	222.2 (+0.1%)	222.8 (+0.3%)

Cycle Tracks under Construction/Planning by the CEDD

	Cycle tracks under construction/planning	Length of cycle tracks to be provided (kilometres)
1	Cycle Track Network in the New Territories	32
2	Development of Anderson Road Quarry site	2.6
3	Tung Chung New Town Extension	12
4	Kai Tak Development	13
5	Advance works at Kwu Tung North and Fanling North New Development Areas	3
6	Hung Shui Kiu New Development Area	20
7	Yuen Long South development project	12.5
8	Infrastructure works for public housing development at Area 54, Tung Chung	0.5
9	Tseung Kwan O – Lam Tin Tunnel*	1.8
10	Cross Bay Link, Tseung Kwan O#	2

* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)348****(Question Serial No. 5941)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government please provide:

- (a) the numbers of bicycle users in the past three years (If available, please breakdown the figures into leisure and frequent cyclists); and
- (b) the total numbers of traffic accidents, traffic accidents involving pedestrian casualty and those involving cyclist casualty in the past three years.

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 151)Reply:

- (a) As there is no registration and licensing system for bicycles and cyclists, the Transport Department does not have statistics on the number of bicycle users.
- (b) The total numbers of traffic accidents, traffic accidents involving pedestrian casualty and those involving cyclist casualty in the past three years are:

Year	Total number of traffic accidents	Total number of traffic accidents involving pedestrian casualty	Total number of traffic accidents involving cyclist casualty
2015	16 170	3 397	2 351
2016	16 099	3 319	1 934
2017	15 725	3 085	1 752

Note : Among the above traffic accidents, there were 17, 15 and 22 traffic accidents in 2015, 2016 and 2017 respectively involving both pedestrian and cyclist casualty.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)349****(Question Serial No. 5942)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct any feasibility study on the bicycle-friendly policy that encourages commuting by bicycles in urban areas of Hong Kong in 2018-19? If yes, what are the details (including the government departments involved, expenditure involved, staff establishment, content, etc.)? If no, what are the reasons?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 152)

Reply:

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers by public transport vehicles) are frequent, with many vehicles passing by and stopping for

loading/unloading. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km). Since the construction of these cycle tracks will not commence in 2018-19, there is no estimated expenditure for the construction works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)350

(Question Serial No. 5943)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The average vehicular speed in urban areas in 2017-2018 was 21 kilometres/hour. What are the reasons for the low average vehicular speed? Does the Government have any measures for improving vehicular speeds? If yes, what are the details? If no, what are the reasons?

Besides, what are the locations and periods of roads with average vehicular speed lower than 21 kilometres/hour in 2017-2018?

Asked by: Hon KWOK Wing-hang, Dennis (Member Question No. (LegCo use): 153)

Reply:

The Government attaches great importance to alleviating road traffic congestion. The Transport Advisory Committee (TAC) pointed out in the Report on Study of Road Traffic Congestion in Hong Kong (TAC Report) that the causes of road traffic congestion can be broadly grouped into the following five categories:

- (a) limited scope for building more road transport infrastructure (e.g. new roads);
- (b) excessive number of vehicles moving on the roads;
- (c) road users competing the use of road space;
- (d) management and enforcement issues; and
- (e) road works.

The Government has been taking forward progressively the host of short, medium and long term recommendations in the TAC Report.

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The

TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

The roads in urban areas with average vehicular speed lower than 21 kilometres/hour in 2017 are at Annex. It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

**Roads in urban areas with average vehicular speed[#]
lower than 21 kilometres/hour in 2017**

Hong Kong Island	
Belcher's Street	King's Road
Bonham Road	Lockhart Road
Caine Road	Lung Wo Road
Canal Road Flyover	Man Yiu Street
Catchick Street	Morrison Hill Road
Causeway Road	Park Road
Chater Road	Queen's Road Central
Des Voeux Road Central	Queen's Road East
Des Voeux Road West	Robinson Road
Electric Road	Shau Kei Wan Road
Fleming Road	Taikoo Shing Road
Gloucester Road	Tsat Tsz Mui Road
Hennessy Road	Tung Lo Wan Road
Hing Fat Street	Victoria Park Road
Ice House Street	Wan Chai Road
Java Road	Wong Nai Chung Road Flyover
Johnston Road	
Kowloon	
Argyle Street	Kai Tin Road
Boundary Street	Lai Chi Kok Road
Butterfly Valley Road	Lei Yue Mun Road
Canton Road	Lin Tak Road
Castle Peak Road	Lung Cheung Road
Chatham Road South	Ma Tau Wai Road
Chatham Road North	Mong Kok Road
Cheung Sha Wan Road	Nam Cheong Street
Cornwall Street	Nathan Road
East Kowloon Corridor	Prince Edward Road West
Fat Kwong Street	Princess Margaret Road
Gascoigne Road	Sung Wong Toi Road
Gascoigne Road Flyover	To Kwa Wan Road
Hip Wo Street	Tong Mi Road
Hong Chong Road	Un Chau Street
Jordon Road	Waterloo Road
Junction Road	

[#] The average vehicular speeds were measured in morning peak hours at 8:00am - 9:30am on weekdays.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)351

(Question Serial No. 5360)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the 2018-19 Controlling Officer's Report, the work of the Transport Department (TD) involves planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments. With the commissioning of the Kwun Tong Line Extension (KTE) and the completion of the waterfront promenade, hotels, office towers and new housing estates near the Hung Hom Ferry Pier, together with the successive commissioning of the Kai Tak Cruise Terminal, the Runway Park and the various projects of the West Kowloon Cultural District in the adjacent areas, the demand for transport increases. Will the Government inform this Committee of:

- (1) whether the Government will consider allocating additional manpower and resources to establish an inter-departmental group to examine the revitalisation of Hung Hom Ferry Pier by introducing new ferry services for different groups of passengers during peak and off-peak hours with a view to matching up with the development of the adjacent areas? If yes, what are the details? If no, what are the reasons?
- (2) whether it will consider leveraging on the advantages of the mass transportation system of the KTE and examine to use Hung Hom Ferry Pier for the provision of a new ferry service plying between Kak Tak and Whampoa? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. (LegCo use): 59)

Reply:

Hung Hom Ferry Pier currently provides a ferry service between North Point and Hung Hom. The average daily patronage of each sailing last year was 62, with occupancy rate at only 18%. Two ferry services plying between Hung Hom and Central and between Hung Hom and Wan Chai once operated at the pier, but ceased operation due to low patronage in 2010. Currently, in terms of external road-based transport, Hung Hom (Whampoa district) is served by multi-modal public transport services comprising 28 franchised bus routes, ten green minibus routes and six non-franchised bus routes. With the commissioning of the KTE in October 2016, the external connectivity of Hung Hom has been enhanced, and

residents travelling to and from Hong Kong Island can have more convenient choices. Furthermore, the TD has a plan to introduce one new Airport bus route via Whampoa in 2019.

For Kai Tak, there is a licensed ferry service providing daily service between North Point and Kwun Tong via Kai Tak Runway Park. There was once a kaito service plying between Kai Tak and Kwun Tong but it ceased operation in 2016 due to low patronage. Apart from ferry services, the Kai Tak Cruise Terminal is currently served by one franchised bus route and one green minibus route plying to and from Ngau Tau Kok MTR Station and Kowloon Bay MTR Station respectively. The TD will also introduce one new franchised bus route in 2018 plying between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk) to further enhance the road transport of the Kai Tak Cruise Terminal.

The Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all the relevant factors, including marine traffic, passenger demand, financial and operational viability, etc. When processing the applications for running new ferry services, the TD will also consider the need for inviting applications from the trade. Since the above work is undertaken by existing staff of the TD as part of their regular duties, there is no need to establish an inter-departmental group.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)352

(Question Serial No. 4169)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of sign language interpretation services in the past five years, will the Government inform this Committee of the following:

1. Have sign language interpretation services been provided? If yes, what are the frequency, occasions and causes for providing sign language interpretation services in each year?
2. Further to the above item, what are the number of sign language interpreters involved in each year, their pay and the organisations to which they belong? What is the total expenditure involved in each year?
3. Will the Government consider allocating more resources to improve the services for communicating with the deaf and/or persons with hearing impairment in future? If yes, what are the details (including measures, manpower and expenditure involved and timetable, etc.)? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. (LegCo use): 108)

Reply:

The Transport Department (TD) has not provided sign language interpretation services over the past five years. Members of the public can make use of the majority of the services provided by the TD through mail, GovHK website or agents. According to the TD's records, occasions where sign language interpretation service was required by the deaf and/or persons with hearing impairment using the TD's services were very rare. In providing services to those in need, the TD's staff members can make special arrangements to communicate with them (such as by writing), and offer assistance to them to seek sign language interpretation service provided by social welfare organisations so that they can be accompanied and assisted by sign language interpreters when using services provided by the TD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)353****(Question Serial No. 5872)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

- (a) the staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of the safety of public transport of the public transport operators in the past three years.
- (b) monitoring the service level safety of the bus companies pursuant to Cap 230 from 2013 to 2017. Please reply in the following table:

Date: (e.g. January 2013)				
Route number	Date of site inspection	Details of site inspection	Number of inspection staff	Notifying bus companies or not before the inspection

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 87)Reply:

- (a) The regulation and monitoring of the safety of public transport services under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (Cap 374) are mainly undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions are each headed by an Assistant Commissioner, and supported by a total of about 150 staff of

various ranks, namely Principal Transport Officer, Chief Engineer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. The regulation and monitoring tasks are undertaken by the above staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

- (b) Site inspections are carried out by the TD to monitor the service level of franchised bus companies, including issues relating to bus safety (such as speeding, overload or improper driving behaviors). The work involved in site inspections is undertaken by the existing staff of the TD and there is no separate breakdown of the expenditure involved. The number of site inspections conducted in each year from 2013 to 2017 is as follows:

Year	2013	2014	2015	2016	2017
Number of site inspections conducted	168	459	869	847	983

Details of each site inspection requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)354****(Question Serial No. 5873)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the performance measures of the Transport Department (TD) in respect of planning and development is on the processing of the project definition statements (PDS)/technical feasibility statements (TFS) for inclusion of transport infrastructure projects in Public Works Programme. In this connection, please advise on:

(a) the details of PDS/TFS processed in the past five years

Title of PDS/TFS	Start date of vetting	End date of vetting	Contents of PDS/TFS	Locations involved in PDS/TFS

(b) how the TD monitored if the traffic facilities and measures as mentioned in PDS/TFS have been implemented in the past five years

Title of PDS/TFS	Proposals on traffic facilities and measures	Have the contents of PDS/TFS been implemented?	Reasons for not implementing contents of PDS/TFS (if applicable)

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 88)Reply:

Details of PDS and TFS processed by the TD in the past five years are at Annex 1 and Annex 2 respectively.

PDS processed by TD in the past five years

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
1. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	May - Jun 2013	To construct an elevated pedestrian walkway to connect Long Ping Station to Kau Yuk Road.	Yuen Long	The Transport and Housing Bureau (THB) plans to submit funding application in the current legislative session to take forward the construction works of the proposed project.
2. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	May - Jun 2013	To modify various roundabouts and connecting traffic lanes at Container Port Road South and Tsing Yi Road.	Kwai Chung and Tsing Yi	Site investigation and preliminary design in progress.
3. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	Jul - Aug 2013	To construct a covered inclined lift system along the hillside to connect Tai Wo Hau Road and Wo Tong Tsui Street.	Kwai Chung	The advance works commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
4. Lift and Pedestrian Walkway System at Luen On Street	Jan 2014	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Kwun Tong	Site investigation and preliminary design in progress.
5. Provision of Kwong Fuk Vehicular Bridge (Re-alignment)	Nov 2014 - Feb 2015	To provide an additional Kwong Fuk vehicular bridge (re-alignment).	Tai Po	TFS under preparation.
6. Reprovisioning of public transport terminus in Hang Mei Street	Dec 2014 - May 2015	To construct a covered public transport terminus at Hang Mei Street for in-situ reprovisioning of an open-air public transport terminus.	Tsing Yi	Works to commence upon readiness of the site.
7. Route 11 (between North Lantau and Yuen Long)	Jul - Aug 2015	To construct a highway connecting North Lantau and Yuen Long including related connecting roads.	North Lantau to Yuen Long	Funding application to the Legislative Council (LegCo) in process.
8. Reconstruction of Pak Kok Pier on Lamma Island	Aug - Sep 2015	To reconstruct the existing Pak Kok Pier.	Lamma Island	Preliminary environmental review under preparation.

PDS	Start and End date of processing PDS	Proposed Measures	Location	Have the contents of PDS been implemented and reasons for not implementing them
9. Installation of Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems	May - Jun 2017	To install additional traffic detectors along remaining strategic routes and selected major roads, and additional Speed Map Panels and Journey Time Indication Systems at critical traffic divergent points.	Along strategic routes which have not yet been installed with traffic detectors or covered by the project "Installation of Traffic Detectors", and some selected major roads	The THB and the TD plan to submit funding application to the LegCo in the current legislative session to take forward the proposed project.

TFS processed by TD in the past five years

TFS	Start and End date of processing TFS	Proposed Measures	Location	Have the contents of TFS been implemented, and reasons for not implementing them
1. Elevated Pedestrian Walkway in Yuen Long Town connecting with Long Ping Station	Jun - Jul 2013	To construct an elevated pedestrian walkway to connect Long Ping Station to Kau Yuk Road.	Yuen Long	The THB plans to submit funding application in the current legislative session to take forward the construction works of the proposed project.
2. Road Improvement Works at Container Port Road South, Kwai Chung and Tsing Yi Road, Tsing Yi	Feb - Apr 2014	To modify various roundabouts and connecting traffic lanes at Container Port Road South and Tsing Yi Road.	Kwai Chung and Tsing Yi	Site investigation and preliminary design in progress.
3. Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	Feb - Apr 2014	To construct a covered inclined lift system along the hillside to connect Tai Wo Hau Road and Wo Tong Tsui Street.	Kwai Chung	The advance works commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.

TFS	Start and End date of processing TFS	Proposed Measures	Location	Have the contents of TFS been implemented, and reasons for not implementing them
4. Provision of bus lay-by at Cape Collinson Road near Shek O Road	May - Jun 2014	To provide an additional bus bay at Cape Collinson Road near Shek O Road, widen associated footpaths and conduct related drainage and geotechnical works.	Chai Wan	Site investigation and preliminary design in progress.
5. Lift and Pedestrian Walkway System at Luen On Street	Jun - Jul 2014	To construct lift towers and elevated walkway system to link Luen On Street and Kung Lok Road.	Kwun Tong	Site investigation and preliminary design in progress.
6. Reconstruction of Pak Kok Pier on Lamma Island	Jan - May 2016	To reconstruct the existing Pak Kok Pier.	Lamma Island	Preliminary environmental review under preparation.
7. Installation of Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems	Jul 2017	To install additional traffic detectors along remaining strategic routes and selected major roads, and additional Speed Map Panels and Journey Time Indication Systems at critical traffic divergent points.	Along strategic routes which have not yet been installed with traffic detectors or covered by the project "Installation of Traffic Detectors", and some selected major roads	The THB and the TD plan to submit funding application to the LegCo in the current legislative session to take forward the proposed project.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)355****(Question Serial No. 5886)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the programmes of the Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

- a. What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2015-16						
2016-17						
2017-18						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2015-16						

2016-17						
2017-18						

- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2015-16			
2016-17			
2017-18			

- d. What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2015-16				
2016-17				
2017-18				

- e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past five years? What were the numbers of prosecutions and convictions?
- f. What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Would the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?
- g. What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2018-19?
- h. Will the second phase of the Scheme be implemented in 2018-19? Please advise on details of the plan and the estimated expenditure for 2018-19.

Asked by: Hon MO Claudia (Member Question No. (LegCo use): 44)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2015-16	37 312	134	204 650
2016-17	35 467	27	240 117
2017-18 (up to end February 2018)	32 109	138	272 226

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing countries/places of the driving licences held by the drivers applying for direct issue of a Hong Kong full driving licence.

The staff members handling direct issue of Hong Kong full driving licences are also responsible for handling other driving licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications from Mainland drivers for direct issue of driving licences.

- b. The information in respect of the LHD vehicles from the Mainland from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2015-16	82	0	254
2016-17	26	0	224
2017-18 (up to end February 2018)	15	0	239

The staff members handling registration and licensing of the LHD vehicles from the Mainland are also responsible for handling other vehicle licence matters. The TD does not have a breakdown on the manpower and expenditure involved for handling applications pertaining to the Mainland LHD vehicles.

- c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2015-16 to 2017-18 (up to end February 2018) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2015-16	13	17	0
2016-17	11	13	0

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2017-18 (up to end February 2017)	12	19	0

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force (HKPF) by way of summons instead of fixed penalty tickets. The HKPF does not maintain any records on whether fixed penalty tickets or summons are issued to LHD or right-hand-drive vehicles. The HKPF thus does not have information on the amount of unpaid penalties by drivers of LHD vehicles.
- e. The HKPF does not maintain any records on the number of prosecution and conviction cases against unregistered LHD vehicles.
- f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing. Moreover, the LHD vehicles should also apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged 6 years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.
- g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 28 February 2018, the TD has received a total of 13 591 applications for the Scheme with 12 841 applications approved. In 2015-16 and 2016-17, the annual expenditure for the Scheme was \$3.26 million and \$3.35 million respectively. The estimated expenditure in 2017-18 and 2018-19 is \$3.22 million and \$3.23 million respectively, which mainly covers staff cost and system maintenance charges.
- h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)), the Government of the HKSAR and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable. The position remains the same.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)356

(Question Serial No. 6367)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please advise the expenditure and manpower involved in developing the system for the implementation of the Scheme. Will the Government explore the possibility of including transport fares paid by mobile payment tools (e.g. mobile phone applications) under the Scheme in future?

Asked by: Hon MOK Charles Peter (Member Question No. (LegCo use): 171)

Reply:

The Government estimates that a non-recurrent expenditure of \$69.85million is required for developing a new system to process subsidy, modifying relevant software and hardware and installing dedicated Octopus readers for subsidy collection and registration of expenses on monthly/day passes for implementing the Scheme. Also, the Transport Department (TD) has created 15 non-directorate civil service posts from 2017-18 for implementing the Scheme.

The Government welcomes the public transport sector to introduce new electronic payment technology or systems for fare collection. To this end, the TD issued the relevant guidelines in June 2017. At the same time, we are open-minded on exploring the feasibility of including new electronic payment systems under the Scheme in future, provided that the payment systems are reliable, user-friendly and efficient, and would not cause disruption to the operation of the public transport and the road or traffic conditions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)357****(Question Serial No. 5859)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding “to explore and introduce measures to increase provision of parking spaces in the short and medium to long term”, please advise on the number of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past three years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next three years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (Member Question No. (LegCo use): 56)Reply:

As at February 2018, the number of licensed vehicles is 764 661 and the number of parking spaces is 751 040.

The number of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap 237) in the past three years is as follows:

Year	2015	2016	2017
Number of fixed penalty tickets issued against illegal parking	1 326 112	1 609 628	1 840 063

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- designating suitable on-street locations as night-time parking spaces;
- requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- providing public car parks in suitable new government, institution and community facilities;

- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an ongoing task of the Transport Department and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)358****(Question Serial No. 5470)**

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of improvement works for existing cycle tracks and bicycle parking facilities in new towns (especially the New Territories East and Kowloon East)? What are the details of works items and timetable? Please tabulate the information by district. Also, what is the expenditure incurred for the works involved?

Asked by: Hon QUAT Elizabeth (Member Question No. (LegCo use): 60)

Reply:

Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed involving a total expenditure of \$2.4 million. The TD targets to complete the remainder of the first batch improvement works by end 2018 at an estimated cost of \$1.6 million. Details of the locations for the first batch improvement works are at Annex.

As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017. As some improvement works involve comparatively complicated construction activities, the TD is reviewing the resources required, and plans to entrust the design and construction of the improvement works to the Highways Department. The estimated cost and implementation timetable are yet to be determined.

In addition to improvements to existing cycle tracks, for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering a 13 km long cycle track in the Kai Tak Development.

**Locations for First Batch of Improvement Works
Along Existing Cycle Tracks**

New Town	Improvements to cycle tracks[#]	Provision of additional bicycle parking spaces
Tin Shui Wai	<ul style="list-style-type: none"> - Near Tin Shui Wai Hospital - Yan Ying House, Tin Yan Estate - Chak Sun House, Tin Chak Estate - Wetland Park Road - Tin Yip Road Community Health Centre - Tin Shing Road - Tin Shui Road - Tin Shui Wai Park 	<ul style="list-style-type: none"> - Hung Tai Road - Near LRT Tin Shui Station - Tin Yan Estate near Yan Ying House - Near LRT Chestwood Station
Yuen Long	<ul style="list-style-type: none"> - Long Tin Road, Ping Shan - Kam Tin Bypass - Near Pok Oi Interchange 	<ul style="list-style-type: none"> - Ping Yee Road - Near MTR Yuen Long Station - Near MTR Kam Sheung Road Station
Tuen Mun	<ul style="list-style-type: none"> - Near MTR Siu Hong Station - Tsing Tin Road across Tsun Wen Road - Junction of Hoi Wong Road/Wu Shan Road - Wu Shan Road near Wu Shan Recreation Playground - Wu Shan Road near Lung Mun Road - Ming Kum Road - Hoi Wong Road/Tuen Mun Nullah 	<ul style="list-style-type: none"> - Near Glorious Garden - Near LRT Lam Tei Station
Tsuen Wan	-	<ul style="list-style-type: none"> - Near MTR Tsuen Wan West Station
Tung Chung	<ul style="list-style-type: none"> - Shun Tung Road - Tat Tung Road - Tung Chung Waterfront Road - Chek Lap Kok South Road 	<ul style="list-style-type: none"> - Tat Tung Road outside Tung Chung Crescent

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
Tseung Kwan O	<ul style="list-style-type: none"> - Tong Ming Court - Choi Ming Court - Chi Shin Street - On Ning Garden - Chung Ming Court - Po Shun Road - Po Lam Road North - Po Ning Road - Ngan O Road 	<ul style="list-style-type: none"> - Near Tseung Kwan O Hospital - Choi Ming Court
Sha Tin/ Ma On Shan	<ul style="list-style-type: none"> - Tai Po Road (Tai Wai section) - Che Kung Miu Road - Sha Tin Rural Committee Road - Sha Kok Street - Siu Lek Yuen Road - Tai Po Road (Sha Tin section) - Near Hong Kong Sports Institute - Hang Fai Road Roundabout - Junction between Sai Sha Road/On Luk Street - Near Che Kung Temple Station - Junction between Ning Tai Road/Sui Tai Road - Science Park Road 	<ul style="list-style-type: none"> - Yiu On Estate - Sun Chui Estate - Near Holford Garden - Hang Hong Street near Hang Kam Street - Lok King Street near MTR Fo Tan Station - Tai Po Road - Sha Tin
Tai Po	<ul style="list-style-type: none"> - Nga Wan Road - Junction between Nam Wan Road / Tai Po Tai Wo Road - Subway across Nam Wan Road - Subway across Yuen Shin Road near Dai Fuk Street - Subway across Tai Po Tai Wo Road near Kai Wo Road; and - Ting Kok Road near Ha Hang Bus Stop 	<ul style="list-style-type: none"> - On Cheung Road - On Po Road - Near Tai Wo Neighbourhood Community Centre

New Town	Improvements to cycle tracks [#]	Provision of additional bicycle parking spaces
Fanling/ Sheung Shui	<ul style="list-style-type: none"> - Jockey Club Road - Sha Tau Kok Road (Lung Yeuk Tau section) - Pak Wo Road near Pak Fuk Tin Sum Playground - Chi Wa Lane -Near Cheerful Park - Pak Wo Road outside Tai Ping Estate - Choi Yuen Road - Po Shek Wu Road outside KMB depot - Po Shek Wu Road outside Hing Yan Tsuen - Outside Cheung Wah Estate - Outside Choi Yuen Estate - Yip Fung Street - Near MTR Sheung Shui Station 	<ul style="list-style-type: none"> - Near MTR Fanling Station - Ching Ho Estate PTI - Near MTR Sheung Shui Station Exit A3 opposite GMB terminus - Near MTR Sheung Shui Station opposite North District Town Hall - Choi Yuen Road opposite Choi Yuen Estate

Including the provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)359

(Question Serial No. 5472)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the Government's initiative to "explore and introduce measures to increase provision of parking spaces in the short and medium to long term"? What are the timetable concerned and the expenditure involved?

Asked by: Hon QUAT Elizabeth (Member Question No. (LegCo use): 61)

Reply:

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;
- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an on-going task and is undertaken by existing staff of the Transport Department. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)360****(Question Serial No. 5200)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development
 (2) Licensing of Vehicles and Drivers
 (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In the past five years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?

	2013	2014	2015	2016	2017
Number of traffic accidents					
Number of prosecution cases related to access to closed roads without valid permits					

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 594)Reply:

The number of traffic accidents that occurred on the closed roads in South Lantau and the number of prosecution cases that were related to driving on such closed roads without valid permits in the past five years are provided below:

	2013	2014	2015	2016	2017
Number of traffic accidents	47	43	47	40	39
Number of prosecution cases related to driving on Lantau closed roads without valid permits	637	823	1 007	932	1 047

- End -

CONTROLLING OFFICER'S REPLY**THB(T)361****(Question Serial No. 5201)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and Drivers
(3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February 2016? How many places that have been issued are not used?

	Number of places allotted	Number of unused places
February 2016		
March 2016		
April 2016		
May 2016		
June 2016		
July 2016		
August 2016		
September 2016		
October 2016		
November 2016		
December 2016		
January 2017		
February 2017		
March 2017		
April 2017		
May 2017		
June 2017		
July 2017		
August 2017		
September 2017		
October 2017		
November 2017		
December 2017		
January 2018		

February 2018		
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Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 595)

Reply:

Since the implementation of the Scheme in February 2016 and up to end February 2018, a total of 11 489 places were allotted, details of which are provided below:

Month/Year	Number of places allotted
February 2016	50
March 2016	528
April 2016	489
May 2016	471
June 2016	467
July 2016	468
August 2016	534
September 2016	459
October 2016	439
November 2016	473
December 2016	459
January 2017	409
February 2017	452
March 2017	514
April 2017	415
May 2017	466
June 2017	525
July 2017	504
August 2017	559
September 2017	458
October 2017	461
November 2017	503
December 2017	449
January 2018	504
February 2018	433

The Transport Department does not have information on the number of issued places that were not used by the applicants.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)362****(Question Serial No. 5202)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the monthly traffic flows on the closed roads in South Lantau in the past four years.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014												
2015												
2016												
2017												

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 596)

Reply:

The average daily traffic flows of major closed road sections in South Lantau each year between 2013 and 2016 are provided below:

Year (Calendar year)	2013 (Number of vehicles)	2014 (Number of vehicles)	2015 (Number of vehicles)	2016 (Number of vehicles)
Tung Chung Road (South of Shek Mun Kap Road)	3 690	4 740	4 820	4 880
South Lantau Road	2 770	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 600	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 120	1 110	1 080	1 150

The traffic data for 2017 are being compiled and therefore are not available. The Transport Department does not have statistics on traffic flow by month.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)363****(Question Serial No. 5258)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in the table below the numbers of applications from Mainland drivers for direct issue of Hong Kong full driving licences and the corresponding numbers of applications approved.

	Number of applications received from Mainland drivers	Number of applications approved for Mainland drivers	Number of applications received from overseas drivers (excluding Mainland drivers)	Number of applications approved for overseas drivers (excluding Mainland drivers)
2013				
2014				
2015				
2016				
2017				

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 716)Reply:

The Transport Department keeps statistics on direct issue applications based on the issuing countries or places of the driving licences but does not keep statistics on whether the applicants are Mainland or overseas drivers. The number of applications by issuing countries or places of driving licences from 2013 to 2017 is broken down as follows:

	Number of applications received from Mainland driving licence holders	Number of applications approved for Mainland driving licence holders ^{Note}	Number of applications received from overseas driving licence holders (excluding Mainland driving licence holders)	Number of applications approved for overseas driving licence holders (excluding Mainland driving licence holders) ^{Note}
2013	24 944	24 810	13 218	13 204
2014	35 058	34 949	12 475	12 459
2015	37 819	37 680	12 198	12 187
2016	35 324	35 261	11 451	11 424
2017	35 893	35 765	11 850	11 834

Note: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)364****(Question Serial No. 5263)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Concerning the European emission standards of the franchised bus fleet of all franchised bus companies, please provide:

1. The estimated number of buses to be retired in the following years (by European emission standard):

	2018			2019			2020			2021			2022			2023			2024			2025			2026			2027		
Model/ Retirement Year	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II																														
Euro III																														
Euro IV																														
Euro V																														
Euro VI																														

	2028			2029			2030			2031			2032			2033			2034			2035			2036			2037		
Model/ Retirement Year	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II																														
Euro III																														
Euro IV																														
Euro V																														
Euro VI																														

2. The number of buses purchased in the following years (by European emission standard):

	2011			2012			2013			2014			2015			2016			2017			2018		
Model/ Retirement Year	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II																								
Euro III																								
Euro IV																								
Euro V																								
Euro VI																								

Legend:

K: Kowloon Motor Bus Company (1933) Limited

N: New World First Bus Services Limited

C: Citybus Limited

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 305)

Reply:

- Franchised bus companies are required to deploy buses aged under 18 to provide their services. Based on the assumption that franchised buses are disposed when they reach the eighteenth anniversary since their first registration, the estimated retirement years of the franchised buses from 2018 to 2035 are tabulated below:

	Number of Licensed Franchised Buses to be Retired																	
	2018			2019			2020			2021			2022			2023		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	254	63	1	141	19	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	153	29	1	347	45	8	191	0	0	175	0	0	47	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Euro V	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E-motor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	63	1	294	48	1	347	45	8	191	0	0	176	0	0	47	0	0

	Number of Licensed Franchised Buses to be Retired																	
	2024			2025			2026			2027			2028			2029		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	106	0	0	53	0	0	20	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	4	0	18	5	38	20	14	43	0	0	11	0	0
Euro V	1	0	0	0	0	0	0	0	0	0	0	0	56	20	68	218	24	46
Euro VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E-motor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	107	0	0	53	0	4	20	18	5	38	20	14	99	20	68	229	24	46

	Number of Licensed Franchised Buses to be Retired																	
	2030			2031			2032			2033			2034			2035		
	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Euro V	120	13	117	249	31	161	259	21	121	583	119	119	483	91	172	400	177	99
Euro VI	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	1	5	0
E-motor	0	0	0	0	0	0	0	0	0	3	2	3	0	2	3	11	0	0
Total	120	13	117	249	31	161	262	22	123	586	121	122	483	93	175	412	182	99

2. When franchised bus companies acquire their buses, they have to comply with the prevailing statutory requirements on emission standard. The number of franchised buses registered from 2011 to 2018 (up to January), with breakdowns on emission standard of engines are set out below:

	Number of Franchised Buses Registered											
	2011			2012			2013			2014		
Type/Year of purchase	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	11	0	0	0	0	0	0	0	0	0	0	0
Euro V	220	24	46	120	13	118	250	31	161	259	24	118
Euro VI	0	0	0	0	0	0	0	0	0	3	1	2
E-motor	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	24	46	120	13	118	250	31	161	262	25	120

	Number of Franchised Buses Registered											
	2015			2016			2017			2018		
Type/ Year of purchase	K	N	C	K	N	C	K	N	C	K	N	C
Euro II	0	0	0	0	0	0	0	0	0	0	0	0
Euro III	0	0	0	0	0	0	0	0	0	0	0	0
Euro IV	0	0	0	0	0	0	0	0	0	0	0	0
Euro V	583	119	120	483	91	175	400	177	99	25	8	5
Euro VI	0	0	0	0	0	0	1	5	0	0	0	0
E-motor	3	2	3	0	2	3	11	0	0	0	0	0
Total	586	121	123	483	93	178	412	182	99	25	8	5

- End -

CONTROLLING OFFICER'S REPLY

THB(T)365

(Question Serial No. 5266)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the "Control of Air Pollution in Semi-confined Public Transport Interchanges", the Transport Department (TD) measures the air quality of semi-confined public transport interchanges (PTIs) in the territory regularly. In this regard, would the Government please inform this Committee of:

1. the locations, number of repairing works and corresponding expenses of semi-confined PTIs for unsatisfactory air flow or malfunctioned ventilation system in the recent five years; and
2. the readings of air quality measurement at each semi-confined PTI, such as Nitrogen Dioxide and particulates, the number of measurements, locations and corresponding manpower expenses in the recent five years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 306)

Reply:

1. To ensure the proper functioning of the ventilation systems in PTIs managed by the TD, the Department engages the Electrical and Mechanical Services Department (EMSD) to conduct regular inspection and maintenance of those systems. The EMSD conducted repairing works for the ventilation systems in 20 PTIs in the past five years, which included the Central (Exchange Square) Bus Terminus, South Horizons PTI, Tin Hau Station PTI, Diamond Hill Station PTI, Whampoa Garden PTI, Cheung Sha Wan Plaza PTI, Tsim Sha Tsui East Bus Terminus (Concordia Plaza), Lam Tin Station PTI, Yen Chow Street PTI, Park Avenue PTI, Tseung Kwan O Station PTI, Sheung Shui Bus Terminus, Sha Tin Central Bus Terminus, Ma On Shan Town Centre Public Transport Terminus, Tiu Keng Leng Station PTI, Bayview Garden Bus Terminus, Luen Wo Hui Public Transport Terminus, Vision City Public Light Bus Terminus, Wu Kai Sha Station PTI and Tai Wai Station PTI. The repairing works include replacements of ventilation fans, air ducts, electrical installations and cleansing of air ducts, etc. The total expenses involved were about \$33.7 million.
2. The TD engages the EMSD to conduct air quality measurements at semi-confined PTIs managed by the Department at an interval of about two years. Each air quality measurement at a PTI would cover 24 hours. A total of about 240 air quality

measurements were undertaken at 64 PTIs in the past five years. The readings of the latest measurement of each PTI are shown in the Annex. The total expenditure (including both manpower and operating equipment) for the air quality measurements conducted in the last five years was about \$10 million.

Based on the results of air quality measurements, the TD would work with various Government departments to consider and implement improvement measures to improve the air quality in the PTIs as necessary and appropriate, including reviewing the operation and repairing schedule of ventilation systems, requesting franchised bus companies to deploy buses with better emission standard, etc.

Results of the Latest Air Quality Measurements (AQM) in PTIs managed by the TD

Location	Last AQM Date	Nitrogen Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Sulphur Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Carbon Monoxide 1-hour level ($\mu\text{g}/\text{m}^3$)
Hong Kong Island				
Admiralty Station (East) Bus Terminus	1/2017	246	19	1 072
Central (Exchange Square) Bus Terminus - Bus	10/2016	241	21	350
Central (Exchange Square) Bus Terminus - GMB	10/2016	111	79	2 202
Central (Hong Kong Station) PTI - GMB	9/2017	96	31	14 804
Central (Hong Kong Station) PTI - Bus	9/2017	184	39	813
Cyberport PTI	3/2016	211	21	2 720
Sai Wan Ho (Grand Promenade) PTI	10/2015	117	7	2 057
Shau Kei Wan Station PTI	4/2016	127	8	4 406
Shum Wan Road PTT	7/2017	168	18	718
Siu Sai Wan (Island Resort) PTI - Bus	8/2015	287	20	447
Siu Sai Wan (Island Resort) PTI - Taxi	7/2015	231	9	3 925
South Horizons PTI [#]	2/2018	197	- [#]	1 792
The Peak Public Transport Terminus	11/2016	119	23	1 341
Tin Hau Station PTI	1/2017	287	33	2 854
Tin Wan PTI	4/2016	142	11	315
Kowloon				
Cheung Sha Wan Plaza PTI	2/2017	288	18	2 642
Diamond Hill Station PTI - Bus	3/2016	174	22	2 078
Diamond Hill Station PTI - Taxi	3/2016	168	50	2 603
Island Harbourview PTI – Point A	8/2017	109	22	1 990
Island Harbourview PTI – Point B	8/2017	106	28	4 828
Kau Wa Keng PTI (Lai Chi Kok Bus Terminus))	12/2015	163	21	965
Kowloon Bay PTI	7/2016	122	17	7 390
Kowloon Station PTI - Bus	2/2016	235	40	1 047
Kowloon Station PTI - GMB	2/2016	86	13	8 351
Kowloon Tong (Festival Walk) PTI	5/2017	197	28	6 097
Kowloon Tong (Suffolk Road) PTI	8/2016	169	93	562
Lam Tin Station PTI	9/2017	646	45	1 795
Laguna City PTI	5/2017	127	17	456
Laguna Verde PTT	11/2016	174	13	1725
Langham Place Public Light Bus Terminus	4/2017	146	41	29 741
Lok Fu Bus Terminus	8/2016	288	37	1 186
Olympic Station PTI	1/2018	173	32	747
Park Avenue PTI	5/2016	235	20	1 295
Ping Shek PTI - Bus	6/2017	400	24	1 796
Ping Shek PTI - GMB	6/2017	198	29	7 256
Tsim Sha Tsui East Bus Terminus (Concordia Plaza)	1/2017	257	14	950

Location	Last AQM Date	Nitrogen Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Sulphur Dioxide 1-hour level ($\mu\text{g}/\text{m}^3$)	Carbon Monoxide 1-hour level ($\mu\text{g}/\text{m}^3$)
Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2016	293	23	596
Whampoa Garden PTI - Bus	3/2017	233	33	1 102
Whampoa Garden PTI - GMB	3/2017	438	21	3 434
Yen Chow Street PTI	5/2016	224	23	1 427
New Territories				
Bayshore Towers PTI	9/2017	127	15	2 760
Bayview Garden Bus Terminus	1/2017	601	20	953
Discovery Park PTI	1/2018	493	71	1 213
Hang Hau Station PTI	3/2017	230	13	7 401
Kwai Fong Station Bus Terminus	11/2016	541	55	1 164
Kwai Hing Station Bus Terminus	8/2017	180	39	4 171
Kwai Shing (East) Bus Terminus	6/2016	169	4	256
Luen Wo Hui Public Transport Terminus*	5/2014*	284	30	2 000
Lung Mun Oasis Bus Terminus	6/2017	280	23	1 057
Ma On Shan Town Centre Public Transport Terminus	4/2017	319	33	1 534
Nina Tower Bus Terminus	5/2017	268	32	982
Po Lam PTI	12/2016	130	13	2 698
Sai Lau Kok PTI	4/2017	110	41	8 317
Sam Shing Bus Terminus	2/2016	148	17	1 776
Sha Tin Central Bus Terminus	6/2017	617	41	1 948
Sheung Shui Bus Terminus	7/2016	297	49	1 778
Sheung Tak Public Transport Terminus	12/2015	206	25	1 003
Tai Po Market Station Bus Terminus	5/2017	246	16	390
Tai Wai Station PTI- Bus	2/2017	260	13	1 765
Tai Wai Station PTI - GMB	2/2017	211	7	1 798
Tin Shui Wai Town Centre PTI	8/2016	196	309	2 065
Tiu Keng Leng Station PTI – Bus*	7/2014*	297	59	695
Tiu Keng Leng Station PTI - Shuttle Bus*	9/2014*	264	43	2 238
Tsuen Wan Station PTI	1/2016	279	28	993
Tsuen Wan West Station PTI	3/2017	269	23	844
Tseung Kwan O Station PTI	6/2015	251	19	934
Tsui Lam Bus Terminus	10/2016	116	10	3 253
Tuen Mun Central Bus Terminus	7/2017	122	54	1 142
Tuen Mun Pierhead Bus Terminus	9/2016	279	41	1 188
Tuen Mun Station PTI - Taxi	7/2017	234	25	4 758
Tuen Mun Station PTI - Bus	7/2017	84	27	833
Tung Chung Station Bus Terminus	12/2016	526	64	782
Yuen Long Station (North) PTI	6/2016	124	16	894
Vision City Public Light Bus Terminus	10/2016	115	17	19 339
Wu Kai Sha Station PTI - Bus	1/2018	245	32	508
Wu Kai Sha Station PTI - GMB	11/2015	66	5	1 452

Remarks:

- # No measurement for the concentration of sulphur dioxide is available.
- * Due to the need to repair the ventilation system, air quality measurements for Luen Wo Hui PTI and Tiu Keng Leng PTI were postponed. The air quality measurements for the two PTIs are scheduled for April / May 2018.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)366

(Question Serial No. 5273)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Since the completion of the Third Comprehensive Transport Study (CTS) in 1999, the Transport and Housing Bureau has not released any comprehensive transport policy blueprint. Will the Government advise this Committee on the following:

1. Is there any timetable for conducting the Fourth CTS? If yes, what are the details? If no, what are the reasons?
2. The Transport for London published the action agenda for Healthy Streets for London last year, setting out their vision to adopt a health-oriented approach to road design as well as to reduce car usage and mitigate roadside air pollution. Does the Government have any plans to publish similar action agenda? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 307)

Reply:

1. Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the TD has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes.

The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the “Railway Development Strategy 2014” to map out a blueprint for railway development up to 2031 and the “Public Transport Strategy Study” to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the “Strategic Studies on Railways and Major Roads beyond 2030” to examine the transport infrastructure required to satisfy future traffic demand beyond 2030 as soon as funding is secured. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

2. The Government’s transport policy is based on public transport and aims to reduce reliance on private cars. At the same time, we endeavour to promote walking and cycling for short-distance commuting and as “first mile” and “last mile” connection between public transport stations and living places or office.

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. Based on an earlier study to identify improvements on the cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians. The first batch of improvement works which involves about 100 sites started in phases in 2016. As at February 2018, improvement works at 93% of the sites in the first batch have been completed and the TD targets to complete the remainder of the first batch improvement works by end 2018. As for the approximately 800 remaining improvement sites, the TD has started local consultation in December 2017.

As for the urban areas, the traffic is generally very heavy, with narrow and crowded roads. On-street loading and unloading activities (including boarding and alighting of passengers by public transport vehicles) are frequent, with many vehicles passing by and stopping for loading/unloading. Owing to road safety considerations, the Government does not encourage the public to use bicycle as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the

Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km).

On the other hand, the Chief Executive's 2017 Policy Address announced that the Government will continue to take forward "Walk in HK" with a view to encouraging people to walk more so as to reduce the use of mechanised transport for short-distance commuting. Among the specific measures implemented by the TD, it commissioned the "Consultancy study on Enhancing Walkability in Hong Kong" in December 2017, which aims to formulate planning and design standards based on pedestrian-first principles for developing Hong Kong into a more walkable city. The Study will make reference to overseas experiences, exemplars and practices.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)367

(Question Serial No. 5277)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Governments of Guangdong and Hong Kong have offered 10 000 quotas for enterprise vehicles, meaning that such vehicles can drive into the urban areas of Hong Kong via the Hong Kong-Zhuhai-Macao Bridge (HZMB), thereby affecting the local traffic conditions and roadside air quality. In this connection, has the Government assessed the quantity of local air pollutant emission generated under the measure as well as the impact of the measure on the traffic conditions in the neighbouring areas of the HZMB? If yes, what are the details and timetable? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 309)

Reply:

The Guangdong and Hong Kong Governments have agreed that 10 000 quotas will be provided for the Hong Kong dual-plate cross-boundary private cars to use the HZMB for access to Guangdong. These private cars are licensed vehicles in Hong Kong and are already used on the existing Hong Kong road network.

The Highways Department conducted a traffic impact assessment (TIA) and an environmental impact assessment (EIA) during the planning stage to review the traffic and environmental impact of the project. The impact assessments have already taken into account the gradual increase in local and cross-boundary traffic following the opening of the HZMB and the associated roadworks. The traffic induced from the quota for cross-boundary private car is within the forecasts of the TIA. The EIA results also forecast that the air quality in the vicinity of the HZMB would comply with relevant Air Quality Objectives.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)368

(Question Serial No. 5279)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In December 2017, the Government announced commencing the “Consultancy Study on Enhancing Walkability in Hong Kong” (Consultancy Study) and the “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” to complement Government’s efforts in promoting “Walk in HK” and fostering a pedestrian-friendly environment in Hong Kong. In this connection, will the Government advise this Committee on the following:

1. In line with the Transport and Housing Bureau’s objective of containing private car growth, has the Government formulated the future ratios of different means of commuting in Hong Kong under the relevant studies so as to increase the percentage of walking and reduce the percentage of mechanised trips? If yes, what are the details? If no, what are the reasons?
2. Will the Government consider evaluating the effects of people walking more under the relevant studies and the proposed feasible policies, including the increase in the physical activities in the community as a whole and the consequential reduction in the risk of contracting non-communicable diseases, the reduction in vehicle mileage as a result of more walking and the consequential reduction in the amounts of vehicle emissions? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 310)

Reply:

1. Under the “Walk in HK” initiative, the Transport Department (TD) commenced the Consultancy Study in December 2017. The Consultancy Study aims to formulate planning and design standards based on pedestrian-first principles for developing Hong Kong into a more walkable city. The enhanced walking environment will encourage people to walk more. The “Walk in HK” initiative aims to promote walking for short-distance commuting purposes as opposed to other mechanised modes of commuting, the TD does not have any plan to formulate any future ratios of these two modes of commuting.

2. One of the Consultancy Study's objectives is to develop favourable conditions for promoting walking which will have the benefit of improving public fitness and health. The Consultancy Study will formulate a set of key performance indicators for the planning and design of streets in order to provide favourable conditions for walking in Hong Kong. Such performance indicators include those that measure reduction in traffic volume or traffic speed, increase in pedestrian volume, reduction in pedestrian density, improvement in external environmental quality, etc.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)369****(Question Serial No. 6050)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the problem of long working hours of bus captains, will the Government inform this Committee of:

- (1) the respective contractual duty hours of bus captains employed by each of the franchised bus companies; and
- (2) the respective number of bus captains currently engaged in extra duties in each of the companies (Please provide the figures in the following table).

Franchised bus company	Overtime work per day (hours)		
	Less than two	Two to four	More than four
The Kowloon Motor Bus Company (1933) Limited			
Long Win Bus Company Limited			
Citybus Limited			
New World First Bus Services Limited			
New Lantao Bus Company (1973) Limited			

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 400)

Reply:

At present, the specific employment terms and arrangements (including working hours) for bus captains of franchised bus operators are subject to agreement between the operators and their staff. There is no uniform arrangement across different operators. According to the franchised bus operators, for full-time bus captains, the Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited have specified in the contracts that any working hours exceeding eight hours in a day will be counted as “additional work” (or “overtime” in general terms). The contractual working hours for full-time bus captains are generally eight hours a day for Citybus Limited and New World First Bus Services Limited;

and nine or 12 hours for New Lantao Bus Company (1973) Limited. Given the large number of bus captains and the fact that they joined the service at different times, the terms of contracts of individual bus captains may vary. Nevertheless, franchised bus operators shall ensure that the work arrangements are all in compliance with employment legislation as well as the requirements stipulated in the prevailing Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks issued by the Transport Department.

Detailed figures on the number of bus captains with additional work in December 2017 provided by franchised bus operators are set out below:

Franchised bus operator	No. of bus captains		
	No additional work / Less than two hours per day	Two to four hours additional work per day	More than four hours additional work per day
The Kowloon Motor Bus Company (1933) Limited	3 691	2 990	1 668
Long Win Bus Company Limited	158	306	66
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	1 036	374	217
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	345	129	38
New World First Bus Services Limited	1 009	288	239
New Lantao Bus Company (1973) Limited	138	32	0

- End -

CONTROLLING OFFICER'S REPLY

THB(T)370

(Question Serial No. 6051)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans in Kwun Tong and Wong Tai Sin District, will the Transport Department (TD) advise this Committee on the details of the proposals in respect of 2018-19 Route Planning Programmes (RPPs) for Kwun Tong and Wong Tai Sin District.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 401)

Reply:

Regarding the 2018-19 RPPs, there are a total of 57 proposals involving the bus services in Kwun Tong and Wong Tai Sin districts. Among these 57 proposals, three are on new route introduction, 44 on service enhancement, six on route cancellation or frequency reduction, and four on re-routeing. The TD is consulting the Traffic and Transport Committees (TTCs) of the Kwun Tong and Wong Tai Sin District Councils on the proposals. For details of the proposals, please refer to the consultation papers on the 2018-19 RPPs provided to the TTCs of the above District Councils in January this year. The papers can be downloaded at the TD's website:

http://www.td.gov.hk/filemanager/en/util_uarticle_cp/2018-19_kwun_tong_rpp.pdf

http://www.td.gov.hk/filemanager/en/util_uarticle_cp/2018-19_wong_tai_sin_rpp.pdf

- End -

CONTROLLING OFFICER'S REPLY**THB(T)371****(Question Serial No. 6052)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department has started implementing the “stop and go” e-payment facilities in phases at the tolled tunnels and roads. Please advise:

- (1) the tolled tunnels and roads with e-payment facilities installed; and
- (2) the tolled tunnels and roads with e-payment facilities not yet installed and the implementation plan.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 402)Reply:(1) and (2)

The respective dates of introducing “stop-and-go” e-payment facilities in each of the government tolled tunnels and roads are tabulated as follows:

Tolled tunnel/road	Dates of introducing “stop-and-go” e-payment facilities
Shing Mun Tunnels	23 July 2017
Aberdeen Tunnel	24 September 2017
Cross-Harbour Tunnel	3 December 2017
Lantau Link (Lantau Toll Plaza)	31 December 2017
Tseung Kwan O Tunnel	4 February 2018
Lion Rock Tunnel	18 March 2018
Lantau Link (Ma Wan Toll Plaza)	End-April 2018 (Planned)
Tsing Sha Highway (Cheung Sha Wan-Sha Tin Section)	End-April 2018 (Planned)
Eastern Harbour Crossing	July 2018 (Planned)

The Government plans to install "stop-and-go" e-payment facilities at the Tate's Cairn Tunnel in 2019-20 after its handover to the Government upon the expiry of its Build-Operate-Transfer franchise in July 2018.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)372****(Question Serial No. 6053)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport and Housing Bureau is responsible for steering the development of transport system of Hong Kong. In this connection, please provide the following information:

- (1) The traffic volume/capacity (v/c) ratios and average vehicular speeds of various major roads and tunnels in the past three years (please list by year).

V/c ratios and average vehicular speeds of various major roads and tunnels in 2017

Name of Road	Morning peak hours			Evening peak hours		
	Average traffic volume	v/c ratio	Average vehicular speed	Average traffic volume	v/c ratio	Average vehicular speed
Hong Kong Island						
Canal Road Flyover (south bound)						
Canal Road Flyover (north bound)						
Gloucester Road (east bound)						
Island Eastern Corridor (section near Victoria Park) (east bound)						
Island Eastern Corridor (section near Victoria Park) (west bound)						
Connaught Road West (east bound)						
Connaught Road West (west bound)						
Connaught Road Central (east bound)						
Connaught Road Central (west bound)						

Pedder Street						
Harcourt Road (towards Central)						
Hennessy Road (towards Central)						
Queen's Road Central (towards Central)						
Kowloon						
Chatham Road North (south bound)						
Chatham Road North (north bound)						
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)						
Gascoigne Road (east bound)						
Gascoigne Road (west bound)						
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)						
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)						
New Territories						
Tolo Highway (south bound)						
Tolo Highway (north bound)						
Tuen Mun Road (east bound)						
Tuen Mun Road (west bound)						
Castle Peak Road – Tsuen Wan Section (east bound)						
Castle Peak Road – Tsuen Wan Section (west bound)						
Lantau Link (east bound)						
Lantau Link (west bound)						
Fanling Highway (south bound)						
Fanling Highway (north bound)						
Tunnels						
Cross Harbour Tunnel (south bound)						
Cross Harbour Tunnel (north bound)						
Eastern Harbour Crossing (south bound)						
Eastern Harbour Crossing (north bound)						
Western Harbour Crossing (south bound)						

Western Harbour Crossing (north bound)						
Lion Rock Tunnel (south bound)						
Lion Rock Tunnel (north bound)						
Tate's Cairn Tunnel (south bound)						
Tate's Cairn Tunnel (north bound)						
Route 8 (Cheung Sha Wan to Sha Tin Section)						

V/c ratios and average vehicular speeds of major roads and tunnels in 2016 (same as above)

V/c ratios and average vehicular speeds of major roads and tunnels in 2015 (same as above)

- (2) Does the Government have any measures for improving the vehicular speeds? If yes, what are these measures? What are the expenditure involved and the anticipated completion date for each of these measures?
- (3) Has the Government conducted any study on the reasons for individual roads having low vehicular speeds? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 403)

Reply:

- (1) The average traffic volumes, v/c ratios and average vehicular speeds of the concerned roads and tunnels in 2015, 2016 and 2017 are at Annex.

The data for the concerned roads are based on the observed traffic volume data compiled in the published Annual Traffic Census, while the data for the concerned tunnels are based on the information compiled by tunnel operators. Since the traffic statistics in the Annual Traffic Census 2017 are still being processed, the traffic volumes and v/c ratios of roads for 2017 are not yet available.

A v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

The capacity data are calculated based on the number of traffic lanes and width of the road sections concerned. However, the actual traffic capacity of a trunk road is often affected by the traffic congestion at its downstream roads and other slip roads^{Note 1} or other traffic factors^{Note 2}. Therefore, it should be pointed out that a mere comparison between the actual traffic volume and the traffic capacity derived from the above

method may not truly reflect the actual traffic conditions of a road. Very often, additional traffic data need to be collected for more in-depth professional analysis.

Since the morning and evening peak traffic demand at Cross Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel and Tate's Cairn Tunnel exceeded their design capacities, traffic queues are often formed at their slip roads before entering the above tunnels. The v/c ratios tabulated at the Annex, which present the ratios of actual traffic volumes to design capacities of the tunnels, do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of Cross Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel and Tate's Cairn Tunnel would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

Regarding the average vehicular speeds, it must be emphasised that the driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

(2) and (3)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee (TAC) in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the Transport Department (TD) commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed

penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force (HKPF) will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

In 2018-19, the estimated expenditures for the feasibility study on the ERP Pilot Scheme, the consultancy study on parking for commercial vehicles and the toll rationalisation study are \$6.4 million, \$2.52 million and \$2.22 million respectively. Other work will be absorbed by the Transport and Housing Bureau, the TD and the HKPF with existing resources. There is no breakdown of expenditure for such work. We will closely monitor the effectiveness of these initiatives.

Notes

- ¹ Under heavy traffic conditions, traffic queues may form as a result of congestion on the downstream side of a road. The actual traffic capacity will be lower than the traffic capacity derived based on the number of traffic lanes and width.
- ² Other factors affecting actual traffic capacity include the proportions of different types of vehicles using the road (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lower), geometry of the road section, etc.

Table 1: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2017

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (kilometres (km) / hour (hr))	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	_*		50	_*		_#
Canal Road Flyover (north bound)			10			_#
Gloucester Road (east bound)			15			26
Island Eastern Corridor (section near Victoria Park) (east bound)			55			_#
Island Eastern Corridor (section near Victoria Park) (west bound)			25			_#
Connaught Road West (east bound)			28			42
Connaught Road West (west bound)			56			56
Connaught Road Central (east bound)			21			16
Connaught Road Central (west bound)			22			15
Pedder Street			6			7
Harcourt Road (towards Central)			43			22
Hennessy Road (towards Central)			12			12
Queen's Road Central (towards Central)			18			10
Kowloon						
Chatham Road North (south bound)	_*		4	_*		_#
Chatham Road North (north bound)			45			_#
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)			7			49
Gascoigne Road (east bound)			8			_#
Gascoigne Road (west bound)			18			_#
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)			52			_#

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (kilometres (km) / hour (hr))	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)			68			_#
New Territories						
Tolo Highway (south bound)	_*		38	_*		_#
Tolo Highway (north bound)			66			_#
Tuen Mun Road (east bound)			55			63
Tuen Mun Road (west bound)			68			60
Castle Peak Road – Tsuen Wan Section (east bound)			21			_#
Castle Peak Road – Tsuen Wan Section (west bound)			21			_#
Lantau Link (east bound)			57			_#
Lantau Link (west bound)			72			_#
Fanling Highway (south bound)			75			_#
Fanling Highway (north bound)			74			_#
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 2		29	See Table 2		25
Cross Harbour Tunnel (north bound)			35			35
Eastern Harbour Crossing (south bound)			27			54
Eastern Harbour Crossing (north bound)			37			36
Western Harbour Crossing (south bound)			48			61
Western Harbour Crossing (north bound)			51			56
Lion Rock Tunnel (south bound)			30			42
Lion Rock Tunnel (north bound)			47			39
Tate’s Cairn Tunnel (south bound)			25			60
Tate’s Cairn Tunnel (north bound)			50			44
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			52			_#
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			61			_#

- @ For traffic volume, morning and evening peak hours refer to 7:00am - 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak hours at 8:00am - 9:30am and evening peak hours at 5:00pm - 7:00pm on weekdays.
- * The traffic data in 2017 are being processed and not yet available.
- # The Car Journey Time Survey (CJTS) did not cover the evening peak hours.

Table 2: Traffic volumes and v/c ratios of major tunnels in 2017

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 800	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 700	1.0
Eastern Harbour Crossing (north bound)	2 700	1.0
Western Harbour Crossing (south bound)	2 600	0.6
Western Harbour Crossing (north bound)	2 500	0.6
Lion Rock Tunnel (south bound)	2 700	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 300	0.9
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	2 100	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 300	0.5

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

Table 3: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2016

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	_^	_*	38	_^	_*	_#
Canal Road Flyover (north bound)	_^	_*	7	_^	_*	_#
Gloucester Road (east bound)	4 490	0.6	19	3 870	0.5	25
Island Eastern Corridor (section near Victoria Park) (east bound)	4 770	0.6	46	4 540	0.6	_#
Island Eastern Corridor (section near Victoria Park) (west bound)	5 700	0.5	22	4 610	0.4	_#
Connaught Road West (east bound)	2 170	0.4	37	1 390	0.2	47
Connaught Road West (west bound)	1 860	0.3	61	1 420	0.3	52
Connaught Road Central (east bound)	1 720	0.3	19	1 540	0.3	23
Connaught Road Central (west bound)	1 090	0.2	26	1 090	0.2	25
Pedder Street	_^	_*	7	_^	_*	9
Harcourt Road (towards Central)	6 390	0.7	46	6 470	0.7	33
Hennessy Road (towards Central)	790	0.2	15	790	0.2	11
Queen's Road Central (towards Central)	710	0.2	18	730	0.2	12
Kowloon						
Chatham Road North (south bound)	2 700	0.5	5	1 850	0.3	_#
Chatham Road North (north bound)	3 850	0.6	39	4 180	0.6	_#
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	2 020	0.4	8	2 380	0.5	59
Gascoigne Road (east bound)	_^	_*	20	_^	_*	_#
Gascoigne Road (west bound)	_^	_*	24	_^	_*	_#

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	4 220	0.9	55	4 140	0.9	- [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	4 100	0.9	64	3 170	0.7	- [#]
New Territories						
Tolo Highway (south bound)	5 860	0.9	46	4 600	0.7	- [#]
Tolo Highway (north bound)	4 050	0.6	68	3 450	0.5	- [#]
Tuen Mun Road (east bound)	5 510	0.9	45	3 840	0.6	66
Tuen Mun Road (west bound)	3 390	0.7	63	4 570	1.0	64
Castle Peak Road – Tsuen Wan Section (east bound)	- [^]	- [*]	21	- [^]	- [*]	- [#]
Castle Peak Road – Tsuen Wan Section (west bound)	- [^]	- [*]	17	- [^]	- [*]	- [#]
Lantau Link (east bound)	2 090	0.4	78	3 500	0.7	- [#]
Lantau Link (west bound)	3 750	0.8	76	2 360	0.5	- [#]
Fanling Highway (south bound)	2 420	0.5	69	2 230	0.5	- [#]
Fanling Highway (north bound)	2 240	0.5	69	2 060	0.4	- [#]
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 4		34	See Table 4		28
Cross Harbour Tunnel (north bound)			34			39
Eastern Harbour Crossing (south bound)			29			60
Eastern Harbour Crossing (north bound)			37			39
Western Harbour Crossing (south bound)			52			66
Western Harbour Crossing (north bound)			61			56
Lion Rock Tunnel (south bound)			29			43
Lion Rock Tunnel (north bound)			45			35
Tate's Cairn Tunnel (south bound)			26			61
Tate's Cairn Tunnel (north bound)			50			44
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			57			- [#]

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			65			-#

@ For traffic volume, morning and evening peak hours refer to 7:00am – 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

^ There are no data on traffic volume at morning and evening peak hours.

* There are no data on traffic volume at morning and evening peak hours, v/c ratio cannot be provided.

The CJTS did not cover the evening peak hours.

Table 4: Traffic volumes and v/c ratios of major tunnels in 2016

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 800	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 700	1.0
Eastern Harbour Crossing (north bound)	2 600	1.0
Western Harbour Crossing (south bound)	2 500	0.6
Western Harbour Crossing (north bound)	2 500	0.6
Lion Rock Tunnel (south bound)	2 600	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 200	0.8
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	2 000	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 200	0.5

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

Table 5: Traffic volumes, v/c ratios and average vehicular speeds of major roads and tunnels in 2015

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Hong Kong Island						
Canal Road Flyover (south bound)	_^	_*	34	_^	_*	_#
Canal Road Flyover (north bound)	_^	_*	10	_^	_*	_#
Gloucester Road (east bound)	4 530	0.6	19	3 930	0.5	17
Island Eastern Corridor (section near Victoria Park) (east bound)	4 750	0.6	60	4 580	0.6	_#
Island Eastern Corridor (section near Victoria Park) (west bound)	5 650	0.5	20	4 620	0.4	_#
Connaught Road West (east bound)	2 150	0.4	40	1 360	0.2	39
Connaught Road West (west bound)	1 570	0.3	56	1 410	0.3	50
Connaught Road Central (east bound)	1 680	0.3	22	1 470	0.3	19
Connaught Road Central (west bound)	1 190	0.2	25	1 100	0.2	24
Pedder Street	_^	_*	_ \$	_^	_*	_ \$
Harcourt Road (towards Central)	6 120	0.6	45	5 750	0.6	40
Hennessy Road (towards Central)	790	0.2	14	790	0.2	12
Queen's Road Central (towards Central)	730	0.2	19	740	0.2	9
Kowloon						
Chatham Road North (south bound)	2 750	0.5	4	1 940	0.3	_#
Chatham Road North (north bound)	3 860	0.6	32	4 070	0.6	_#
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	2 030	0.4	16	2 340	0.5	49
Gascoigne Road (east bound)	_^	_*	12	_^	_*	_#
Gascoigne Road (west bound)	_^	_*	18	_^	_*	_#

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	4 140	0.9	64	4 180	0.9	- [#]
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	4 280	0.9	68	3 170	0.7	- [#]
New Territories						
Tolo Highway (south bound)	5 820	0.9	57	4 590	0.7	- [#]
Tolo Highway (north bound)	3 730	0.6	69	4 040	0.6	- [#]
Tuen Mun Road (east bound)	4 870	1.0	48	3 330	0.7	- [#]
Tuen Mun Road (west bound)	2 880	0.6	69	4 350	0.9	- [#]
Castle Peak Road – Tsuen Wan Section (east bound)	- [^]	- [*]	22	- [^]	- [*]	- [#]
Castle Peak Road – Tsuen Wan Section (west bound)	- [^]	- [*]	22	- [^]	- [*]	- [#]
Lantau Link (east bound)	2 030	0.4	78	3 320	0.7	- [#]
Lantau Link (west bound)	3 270	0.7	76	2 220	0.5	- [#]
Fanling Highway (south bound)	2 090	0.4	72	2 030	0.4	- [#]
Fanling Highway (north bound)	1 910	0.4	67	2 000	0.4	- [#]
Tunnels						
Cross Harbour Tunnel (south bound)	See Table 6		32	See Table 6		41
Cross Harbour Tunnel (north bound)			30			33
Eastern Harbour Crossing (south bound)			28			54
Eastern Harbour Crossing (north bound)			40			40
Western Harbour Crossing (south bound)			54			62
Western Harbour Crossing (north bound)			59			51
Lion Rock Tunnel (south bound)			27			43
Lion Rock Tunnel (north bound)			50			36
Tate’s Cairn Tunnel (south bound)			26			55
Tate’s Cairn Tunnel (north bound)			49			45
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)			48			- [#]

Name of Road	Morning peak hours [@]			Evening peak hours [@]		
	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)	Average traffic volume (vehicle/hour)	v/c ratio	Average vehicular speed (km/hr)
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)			64			- [#]

[@] For traffic volume, morning and evening peak hours refer to 7:00am – 10:00am and 4:00pm – 7:00pm on weekdays respectively. The average vehicular speed is measured during morning peak period at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

^{*} There are no data on traffic volume at morning and evening peak hours, v/c ratio cannot be provided.

[^] There are no data on traffic volume at morning and evening peak hours.

[#] The CJTS did not cover the evening peak hours.

[§] The CJTS did not cover Pedder Street in 2015.

Table 6: Traffic volumes and v/c ratios of major tunnels in 2015

Name of Tunnel	Peak hours [∇]	
	Average traffic volume (vehicle/ hour)	v/c ratio
Cross Harbour Tunnel (south bound)	2 900	1.1
Cross Harbour Tunnel (north bound)	2 700	1.0
Eastern Harbour Crossing (south bound)	2 800	1.1
Eastern Harbour Crossing (north bound)	2 700	1.0
Western Harbour Crossing (south bound)	2 500	0.6
Western Harbour Crossing (north bound)	2 400	0.6
Lion Rock Tunnel (south bound)	2 700	1.0
Lion Rock Tunnel (north bound)	2 500	1.0
Tate's Cairn Tunnel (south bound)	2 300	0.9
Tate's Cairn Tunnel (north bound)	2 200	0.8
Route 8 (Cheung Sha Wan to Sha Tin Section) (south bound)	1 800	0.4
Route 8 (Cheung Sha Wan to Sha Tin Section) (north bound)	2 000	0.4

∇ The average traffic volume on weekdays (i.e. Monday to Friday, except public holiday) is for both directions and exclude queuing vehicles before entering the tunnels. Peak hours refer to 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m. on a weekday.

The traffic data used in the calculation of v/c ratios shown in the table are based on the average hourly traffic volume on weekdays (i.e. Monday to Friday, except public holiday) for both directions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)373

(Question Serial No. 6054)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding non-franchised bus (NFB) services, please inform this Committee of the following:

- (1) the number of registered vehicles by type of passenger service licence (PSL) in the past three years;
- (2) the number of registered vehicles with more than one type of PSLs in each of the past three years; and
- (3) the number of vehicles operating scheduled service and non-scheduled service in the past three years.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 404)

Reply:

According to the Road Traffic Ordinance (Cap 374), any person who wishes to provide non-franchised bus service must be issued with a PSL by the Transport Department (TD) in respect of the vehicle(s) concerned.

There are two types of non-franchised bus, namely public bus and private bus. A vehicle will not be issued with PSLs for both public bus and private bus at the same time. Non-franchised public bus service includes Tour Service (A01), Hotel Service (A02), Student Service (A03), Employees' Service (A04), International Passenger Service (A05), Residents' Service (A06), Multiple Transport Service (A07) and Contract Hire Service (to meet ad hoc service demand not covered by the other 7 types) (A08). Non-franchised private bus service includes Student Service (B01), Employees' Service (B02), Disabled Persons' Service (B03) and Others Service (B04).

PSL holders are required to apply for the necessary service endorsement(s) from the TD for the type(s) of service they wish to provide before commencement of the service. The TD

will grant approval for applications on the merit of each case to allow the same vehicle to provide one or several types of non-franchised bus services.

The number of registered vehicles issued with PSLs for non-franchised public bus service and non-franchised private bus service, and the number of these vehicles with more than one service endorsement in the past three years is tabulated below:

	Non-franchised public bus		Non-franchised private bus	
	Number of vehicles issued with more than one service endorsement	Total	Number of vehicles issued with more than one service endorsement	Total
2017-18 (up to end February 2018)	5 714	7 044	170	684
2016-17	5 717	7 042	172	662
2015-16	5 693	7 046	171	627

The number of non-franchised buses that can provide scheduled service and/or non-scheduled service in the past three years is provided below:

	Scheduled service only (non-franchised public bus only)	Non-scheduled service only (including non-franchised public bus and non-franchised private bus)	Scheduled or non-scheduled service (non-franchised public bus only)
2017-18 (up to end February 2018)	861	995	5 872
2016-17	840	980	5 884
2015-16	870	948	5 855

- End -

CONTROLLING OFFICER'S REPLY

THB(T)374

(Question Serial No. 6055)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by each passenger vehicle type (including taxi, franchised bus, non-franchised bus, franchised light bus and non-franchised light bus) on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 405)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the 10 counting stations with the highest traffic volume recorded amongst survey cordons in the 2016 Annual Traffic Census are presented in this reply. The average occupancy and percentages by passenger vehicle type among these counting stations during morning peak hours (7:00am - 10:00am) and evening peak hours (4:00pm - 7:00pm) are at Annex.

Annex

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)							
0700-0800	Proportion ^{Note 2} (%)	21.4	3.2	6.4	3.4	0.2	6.7
	Occupancy ^{Note 3}	2.1	8.0	12.0	20.5	26.4	51.8
0800-0900	Proportion (%)	18.2	1.9	5.0	2.0	0.1	5.9
	Occupancy	2.1	5.3	15.2	25.5	35.8	61.0
0900-1000	Proportion (%)	18.5	0.9	3.5	1.2	0.1	6.1
	Occupancy	2.0	2.1	11.8	12.1	20.6	34.5
1600-1700	Proportion (%)	16.4	1.6	3.2	2.0	0.2	4.9
	Occupancy	2.0	2.8	10.6	8.1	15.5	35.9
1700-1800	Proportion (%)	17.4	2.0	3.6	1.8	0.2	6.2
	Occupancy	1.8	2.1	12.5	8.2	29.6	47.6
1800-1900	Proportion (%)	14.5	0.3	5.0	1.7	0.1	6.1
	Occupancy	2.2	2.0	14.7	19.4	29.0	61.3
2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)							
0700-0800	Proportion (%)	31.7	3.4	0.6	6.5	0.0	3.6
	Occupancy	1.9	7.2	10.6	20.9	0.0	55.4
0800-0900	Proportion (%)	26.5	1.5	0.3	2.5	0.0	4.1
	Occupancy	2.1	5.4	11.5	23.1	0.0	63.8
0900-1000	Proportion (%)	30.1	0.9	0.2	2.1	0.1	3.6
	Occupancy	2.0	1.9	10.3	9.1	1.0	36.5
1600-1700	Proportion (%)	26.0	1.6	0.3	3.5	0.1	3.0
	Occupancy	1.9	3.3	6.5	9.3	1.0	28.6
1700-1800	Proportion (%)	22.3	1.3	0.3	4.0	0.1	3.3
	Occupancy	2.0	4.0	8.8	9.7	1.0	36.1
1800-1900	Proportion (%)	19.1	0.2	0.5	3.5	0.0	3.4
	Occupancy	2.2	1.3	17.0	17.0	0.0	52.9
3. Harcourt Road (Tamar Street to Arsenal Street)							
0700-0800	Proportion (%)	39.6	3.8	1.2	4.5	0.1	4.0
	Occupancy	2.1	6.1	8.8	14.2	15.0	27.8
0800-0900	Proportion (%)	35.9	0.7	0.5	4.1	0.1	5.4
	Occupancy	2.2	7.2	10.0	14.2	32.0	39.6
0900-1000	Proportion (%)	32.1	0.4	0.4	1.9	0.1	4.0
	Occupancy	2.1	2.8	7.1	8.9	3.7	21.9
1600-1700	Proportion (%)	30.1	0.6	0.3	2.3	0.1	2.5
	Occupancy	2.2	3.6	12.6	15.2	1.0	19.1
1700-1800	Proportion (%)	29.5	0.6	0.2	1.9	0.0	2.8
	Occupancy	2.3	5.3	14.7	22.1	0.0	18.5
1800-1900	Proportion (%)	29.8	0.2	0.4	3.2	0.1	2.8
	Occupancy	2.2	4.0	15.0	26.4	1.0	28.3

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway—Ting Kau Bridge)							
0700-0800	Proportion (%)	9.2	0.8	0.5	5.2	0.1	5.1
	Occupancy	1.8	7.3	13.1	25.0	1.0	61.8
0800-0900	Proportion (%)	7.5	0.3	0.5	4.3	0.0	5.3
	Occupancy	1.9	1.3	12.1	29.7	0.0	66.4
0900-1000	Proportion (%)	7.4	0.2	0.4	3.8	0.0	5.6
	Occupancy	1.9	1.5	9.1	18.5	0.0	31.5
1600-1700	Proportion (%)	6.0	0.9	0.5	3.5	0.0	4.9
	Occupancy	2.1	2.8	9.2	10.7	0.0	35.9
1700-1800	Proportion (%)	5.5	1.0	0.4	2.9	0.0	5.4
	Occupancy	2.1	4.3	14.4	22.1	0.0	50.4
1800-1900	Proportion (%)	5.6	0.3	0.5	4.5	0.0	5.1
	Occupancy	2.2	1.6	12.9	20.2	0.0	68.2
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)							
0700-0800	Proportion (%)	6.9	0.6	0.2	2.3	0.0	2.1
	Occupancy	2.2	6.1	13.4	14.5	0.0	62.2
0800-0900	Proportion (%)	7.4	0.4	0.2	3.1	0.1	1.9
	Occupancy	2.0	3.8	11.0	11.0	4.0	62.9
0900-1000	Proportion (%)	7.9	0.3	0.1	1.7	0.0	2.0
	Occupancy	2.1	4.4	14.0	9.3	0.0	34.2
1600-1700	Proportion (%)	5.8	0.7	0.3	2.0	0.0	1.9
	Occupancy	1.9	3.6	10.0	7.3	0.0	35.7
1700-1800	Proportion (%)	7.1	0.6	0.3	2.3	0.1	2.1
	Occupancy	1.8	3.6	12.9	11.5	1.0	47.9
1800-1900	Proportion (%)	5.7	0.4	0.2	2.7	0.0	1.8
	Occupancy	2.1	1.1	15.7	26.4	0.0	68.6
6. Cross Harbour Tunnel (Toll Plaza to South Portal)							
0700-0800	Proportion (%)	12.9	1.5	1.1	4.2	0.0	5.4
	Occupancy	2.0	9.9	13.9	8.1	0.0	57.3
0800-0900	Proportion (%)	6.4	0.6	0.3	3.7	0.0	6.9
	Occupancy	2.0	4.6	2.5	6.3	0.0	72.7
0900-1000	Proportion (%)	6.9	0.2	0.4	3.9	0.0	8.3
	Occupancy	2.2	1.7	4.2	9.6	0.0	43.9
1600-1700	Proportion (%)	8.4	0.7	0.0	4.8	0.0	5.6
	Occupancy	2.1	5.6	0.0	7.8	0.0	45.5
1700-1800	Proportion (%)	4.3	1.2	0.5	4.5	0.0	5.9
	Occupancy	2.4	2.9	3.0	9.3	0.0	60.6
1800-1900	Proportion (%)	8.8	0.6	0.7	2.7	0.0	6.1
	Occupancy	2.4	2.1	13.4	7.9	0.0	85.2

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
7. Chatham Road North (Wuhu Street to Hong Chong Road)							
0700-0800	Proportion (%)	21.0	3.0	3.8	5.8	0.1	6.4
	Occupancy	2.1	8.5	11.6	17.0	64.0	42.9
0800-0900	Proportion (%)	17.8	1.4	1.9	3.9	0.1	5.6
	Occupancy	2.1	3.4	12.3	22.1	9.0	58.0
0900-1000	Proportion (%)	21.1	0.8	2.0	2.9	0.0	7.0
	Occupancy	2.0	4.4	10.3	14.7	0.0	33.4
1600-1700	Proportion (%)	25.2	1.4	2.3	3.8	0.0	5.5
	Occupancy	1.9	4.5	9.5	13.7	0.0	40.3
1700-1800	Proportion (%)	23.2	1.2	2.9	5.2	0.0	7.4
	Occupancy	2.1	3.1	11.9	16.4	0.0	47.0
1800-1900	Proportion (%)	22.5	0.3	2.1	6.2	0.0	5.9
	Occupancy	2.2	4.8	14.2	24.0	0.0	61.4
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)							
0700-0800	Proportion (%)	16.9	2.0	2.6	3.7	0.1	3.7
	Occupancy	2.0	6.1	11.8	19.4	26.0	55.1
0800-0900	Proportion (%)	14.8	0.5	3.5	2.9	0.1	3.1
	Occupancy	2.1	5.4	12.7	17.9	59.0	63.0
0900-1000	Proportion (%)	15.0	0.5	2.2	1.2	0.1	3.4
	Occupancy	1.9	1.8	9.3	10.9	18.0	34.8
1600-1700	Proportion (%)	13.9	1.5	1.5	2.5	0.0	3.4
	Occupancy	1.9	4.3	10.3	5.8	0.0	45.0
1700-1800	Proportion (%)	11.7	1.2	2.3	2.0	0.1	3.7
	Occupancy	1.8	4.1	12.4	14.5	1.0	58.8
1800-1900	Proportion (%)	10.3	0.5	4.1	2.2	0.0	3.3
	Occupancy	1.9	3.2	14.6	21.1	0.0	73.5
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)							
0700-0800	Proportion (%)	11.2	0.8	2.1	5.2	0.1	1.1
	Occupancy	2.2	6.3	14.1	17.3	31.2	21.8
0800-0900	Proportion (%)	9.0	0.7	2.1	3.3	0.1	0.6
	Occupancy	2.2	3.3	14.4	18.3	35.9	36.1
0900-1000	Proportion (%)	8.0	0.8	1.4	2.7	0.1	1.1
	Occupancy	2.0	2.2	14.6	10.0	22.5	19.7
1600-1700	Proportion (%)	8.4	1.2	1.0	3.6	0.1	1.3
	Occupancy	2.2	3.4	14.1	15.7	26.6	26.6
1700-1800	Proportion (%)	9.1	1.4	0.9	4.5	0.1	1.0
	Occupancy	2.3	2.4	15.0	11.4	33.9	34.9
1800-1900	Proportion (%)	7.0	0.5	2.0	2.5	0.1	0.8
	Occupancy	2.2	1.5	16.3	19.2	34.3	46.1

Time / Road		Passenger Vehicle Types					
		Taxi	Private Light Bus	Public Light Bus	Non-franchised Bus	Franchised Bus ^{Note 1}	
						S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)							
0700-0800	Proportion (%)	18.3	2.0	2.3	2.5	0.0	2.5
	Occupancy	2.1	4.1	13.6	16.0	0.0	82.4
0800-0900	Proportion (%)	14.6	0.9	2.1	2.7	0.0	2.7
	Occupancy	2.2	6.3	14.7	23.8	0.0	79.8
0900-1000	Proportion (%)	16.0	0.5	1.1	2.5	0.0	3.4
	Occupancy	2.0	3.3	12.5	7.6	0.0	41.2
1600-1700	Proportion (%)	14.1	2.0	0.4	2.1	0.0	2.2
	Occupancy	1.6	3.5	12.4	10.3	0.0	44.4
1700-1800	Proportion (%)	11.7	1.4	0.7	1.8	0.0	2.8
	Occupancy	1.9	2.4	15.4	7.2	0.0	59.7
1800-1900	Proportion (%)	9.8	0.2	1.6	1.2	0.0	2.6
	Occupancy	2.1	2.3	16.4	22.0	0.0	83.9

Note 1: S.D. – single-decked; D.D. – double-decked.

Note 2: The proportion refers to the percentage of vehicles among the total number of vehicles.

Note 3: The average occupancy of vehicles (in persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)375****(Question Serial No. 6056)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the short-term tenancy (STT) car parks and numbers of parking spaces therein in the 18 districts in Hong Kong; and if possible, please provide a breakdown of the numbers of parking spaces by vehicle type (such as private car parking spaces, van-type light goods vehicle parking spaces and motorcycle parking spaces, etc.).

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 406)Reply:

The number of STT public fee-paying car parks and the number of parking spaces in these car parks by vehicle type in each of the 18 districts are as follows:

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private car#	Goods vehicle	Coach/Bus	Motorcycle
Central & Western	4	2	283	4	11
Eastern	11	1 268	194	75	31
Southern	6	199	73	31	0
Wan Chai	0	0	0	0	0
Kowloon City	11	1 534	400	575	5
Kwun Tong	9	971	189	44	0
Sham Shui Po	6	672	388	52	15
Wong Tai Sin	6	378	18	78	30
Yau Tsim Mong	7	743	119	6	1
North	16	2 320	354	0	22
Sai Kung	16	3 048	216	7	7
Sha Tin	15	2 495	215	33	8
Tai Po	8	1 116	151	0	22

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private car#	Goods vehicle	Coach/Bus	Motorcycle
Islands	2	67	0	0	0
Kwai Tsing	41	2 023	5 479	177	14
Tsuen Wan	10	1 965	152	29	24
Tuen Mun	15	1 758	479	0	6
Yuen Long	8	797	53	0	22
Total	191	21 356	8 763	1 111	218

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)376****(Question Serial No. 6057)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development
(3) District Traffic and Transport ServiceControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The estimates of expenditure mentioned about the improvement of franchised bus service. Please advise this Committee of the following:

- (1) The numbers of franchised bus routes currently plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin.
- (2) The annual toll revenue collected from franchised buses using the respective tunnels.
- (3) Would the Government consider subsidising toll charges for public transport services operating via road harbour crossings so as to divert traffic flows and to encourage the public to use public transport services?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 407)Reply:

- (1) The number of franchised bus routes currently plying the three road harbour crossings and three land tunnels between Kowloon and Sha Tin is set out below:

Tunnel name	Number of franchised bus routes plying (as at the end of 2017)#
Cross-Harbour Tunnel	33
Eastern Harbour Crossing	22
Western Harbour Crossing	32
Lion Rock Tunnel	32
Tate's Cairn Tunnel	31
Eagle's Nest Tunnel	19

Routes of the same group are counted once only.

- (2) The toll collection systems of the tunnels keep the record of tolls collected for the vehicle class of “bus” (i.e. including single-decked, double-decked, franchised and non-franchised buses) only. The toll revenues collected from buses by the respective tunnels in 2017 are tabulated as follows:

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) in 2017 (\$ million)
Cross-Harbour Tunnel	42
Eastern Harbour Crossing	75
Western Harbour Crossing	267
Lion Rock Tunnel	Data not available*
Tate’s Cairn Tunnel	63
Eagle’s Nest Tunnel	5

* Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep the record of toll collected for individual vehicle classes, the Transport Department does not have a breakdown of its toll revenue by vehicle classes.

- (3) Public transport services essentially operate on fixed routes in accordance with operational needs rather than the toll level of the tunnels. The choice of tunnels will not be affected by adjustments of tunnel tolls. Increasing tolls for this type of vehicles will also not result in re-distribution of their traffic among the tunnels. Therefore, when briefing the Legislative Council Panel on Transport in November 2017 on the preliminary findings of the toll rationalisation study, the Government has stated clearly in the framework for toll adjustment options that we do not propose to increase tunnel tolls for fixed route public transport vehicles.

In determining the fares of fixed route public transport service, the Government takes into account a basket of factors in a holistic manner instead of determining the fare levels in accordance with tolls of tunnels used in the routes. Generally speaking, tunnel tolls only constitute a small proportion of the operating costs of the fixed route public transport operators. Subsidising toll charges for public transport services may not necessarily lead to a reduction of their fare levels.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)377****(Question Serial No. 6063)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

There were several passenger-on-track cases occurred on East Rail Line. In view that the MTR Corporation Limited has not yet installed Automatic Platform Gates (APGs) on East Rail Line, please inform this Committee:

- (1) What are the numbers of injured and fatality on passenger-on-track cases on East Rail Line in the past five years? (in table form).

Year	No. of injured and fatality
2018	
2017	
2016	
2015	
2014	

- (2) The installation programme of APGs on East Rail Line and the anticipated completion time?
- (3) It is understood that the installation programme of APGs has to match with the construction programme of Shatin to Central Line (SCL) due to different types of trains deployed on SCL. Whether the Government has made reference to the new design of APGs in other countries (where the APGs can accommodate different train type) such that the installation programme of APGs on East Rail Line can be advanced?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 421)

Reply:

- (1) The number of passenger-on-track cases on the East Rail Line from 2014 to the end of February 2018 is set out below:

Year	No. of cases	No. of injured	No. of fatality
2014	38	5	3
2015	35	5	2
2016	37	9	3
2017	33	6	4
2018 (up to end February)	14	2	2

(2) and (3)

To tie in with the operation of the "North South Corridor" of the SCL, the retrofitting of APGs will be carried out gradually for the East Rail Line (EAL), which also includes advance works such as strengthening platforms and constructing equipment rooms for the relevant signaling system. At present, platform strengthening works and construction of equipment rooms for the signalling systems between Lok Ma Chau Station and Mong Kok East Station have been substantially completed.

New 9-car trains will replace existing 12-car trains on the EAL in future to facilitate the operation of the "North South Corridor", and the locations of the doors of the existing trains and the new trains are different. In order to make the APGs along the EAL match with the new locations of the train doors, the APG retrofitting works will commence after the EAL is entirely operated by new trains. According to the current schedule, the "North South Corridor" of the SCL will commence operation in 2021.

There are different operational needs and priorities for railway operators worldwide. In Hong Kong, maintaining the normal and frequent train services to serve the community during various retrofitting and upgrading works (e.g. signalling systems upgrading, EAL APG retrofitting) is one of the top priorities, and the MTRCL has taken this into account in devising the above EAL APG retrofitting programme.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)378****(Question Serial No. 6070)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2018-19, the Transport Department (TD) will create 119 non-directorate posts and three directorate posts. For the posts to be created, please list out the post titles and job nature of the 119 non-directorate posts and three directorate posts.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 429)Reply:

There will be a net increase of three directorate posts and 119 non-directorate posts in 2018-19 as a result of the creation of 154 posts (including permanent and time-limited posts) to be offset by the deletion of 32 time-limited posts. The ranks and duties of the new posts to be created are summarised as follows:

Duties	Rank	Number of Post
To take forward specific initiatives		
To strengthen manpower support for the continual implementation of the recommended measures under the Public Transport Strategy Study in relation to taxis, ferries and public light buses. These include the legislative work and subsequent tendering for introducing franchised taxis, monitoring of the operation of franchised taxis, the legislative amendment exercise on reviewing	Principal Transport Officer*	1
	Chief Transport Officer	1
	Senior Transport Officer	1
	Transport Officer I	1
	Executive Officer I	1
	Driving Examiner I	1

Duties	Rank	Number of Post
the eligibility requirements for applications of commercial vehicle driving licences, and the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers	Assistant Clerical Officer	1
To continue to provide support for carrying out the on-going trial of electric buses by franchised bus companies	Transport Officer I	1
To steer and strengthen manpower to plan, design and implement smart mobility projects, including undertaking a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas; and the application of new technologies to enhance traffic management and operation of the public transport system	Chief Engineer*	1
	Senior Engineer	3
	Engineer/Assistant Engineer	6
	Senior Technical Officer (Traffic)	3
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	5
	Traffic Assistant	2
To cope with the increasing workload relating to (i) licensing, enforcement and prosecution matters, as well as planning and implementing cross-boundary traffic and transport services and facilities upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project; and (ii) to steer and strengthen manpower support for planning and implementing public transport services and facilities in the New Territories (NT) Regional Office to tie in with planned residential and other developments in NT and Lantau	Principal Transport Officer*	1
	Chief Transport Officer	1
	Senior Transport Officer	3
	Transport Officer II	7
	Engineer / Assistant Engineer	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	2
	Senior Transport Controller	2
	Transport Controller I	1
	Transport Controller II	1
	Executive Officer I	1
	Executive Officer II	3
	Senior Transport Inspector	1
	Clerical Officer	4
	Assistant Clerical Officer	5
	Clerical Assistant	11

Duties	Rank	Number of Post
To enhance support for licensing and administrative work relating to implementation of the First Registration Tax and processing of Hire Car Permits	Executive Officer II	2
	Clerical Officer	1
	Assistant Clerical Officer	4
To handle the increasing workload arising from public transport planning and tunnel operations work relating to the commissioning of Central-Wan Chai Bypass Tunnel and the Island Eastern Corridor Link as well as related enforcement actions	Senior Transport Officer	1
	Transport Officer I	2
	Transport Officer II	2
	Transport Controller II	1
	Assistant Clerical Officer	1
To cope with the increasing workload relating to vehicle examination and driving test matters, including Driving Improvement Course cases	Motor Vehicle Examiner II	3
	Driving Examiner I	1
	Assistant Clerical Officer	2
	Clerical Assistant	1
To enhance support for the implementation of the Ex-gratia Payment Scheme for phasing out pre-Euro IV diesel commercial vehicles	Clerical Officer	1
	Assistant Clerical Officer	1
	Motor Vehicle Examiner I	1
	Motor Vehicle Examiner II	1
	Vehicle Tester	3
To handle workload relating to the relocation of Vehicle Examination Centres	Senior Electrical and Mechanical Engineer	1
	Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1

Duties	Rank	Number of Post
To enhance technical support in relation to planning and implementing district road improvement and traffic management works	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	3
To facilitate and expedite the increasing supply of public housing flats under the Long Term Housing Strategy	Senior Engineer	2
	Engineer/Assistant Engineer	2
	Senior Transport Officer	2
	Transport Officer I	1
	Senior Technical Officer (Traffic)	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	2
To provide support for enhancing clearance of illegally parked bicycles	Engineer/Assistant Engineer	1
	Executive Officer I	1
	Senior Technical Officer (Traffic)	1
	Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4
	Assistant Clerical Officer	1
	Traffic Assistant	2
To complete various tasks relating to the takeover of the Tate's Cairn Tunnel and take up subsequent tasks on monitoring of management, operation and maintenance contractor, as well as for dealing with increased tendering exercises needed for new management contracts for Government tunnels	Treasury Accountant	1
	Transport Controller I	1
	Transport Controller II	1

Duties	Rank	Number of Post
To continue to monitor the operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) and assist in conducting the comprehensive review of the Scheme	Senior Transport Officer	1
	Treasury Accountant	1
To implement and administer the Public Transport Fare Subsidy Scheme	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
	Senior Treasury Accountant	1
	Treasury Accountant	2
	Accounting Officer II	1
To replace non-civil service contract/T-contract positions		
To provide support to the Information Technology systems and daily computer operations	Analyst/Programmer I	1
	Computer Operator I	2
	Computer Operator II/ Student Computer Operator	4
To provide manpower support to the Transport Operations (New Territories) Division	Transport Officer II	1
To provide manpower support to handle the permit applications for cross-boundary vehicles	Clerical Officer	1
	Total:	154

*Directorate posts

- End -

CONTROLLING OFFICER'S REPLY**THB(T)379****(Question Serial No. 6071)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Transport Department inform this Committee of:

- (1) the numbers of registered vehicles in Hong Kong in the past three years, with a breakdown by year and vehicle class; and
- (2) the numbers of registered electric private cars and non-electric private cars in Hong Kong in the past three years, with a breakdown by year and vehicle class?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 430)Reply:

- (1) The numbers of registered vehicles in Hong Kong in the past three calendar years with breakdown by vehicle class are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2015	2016	2017
Motorcycle	68 368	72 332	76 438
Private car	567 886	583 037	600 443
Taxi	18 138	18 163	18 163
Franchised bus	5 927	5 986	6 014
Non-franchised public bus	7 045	7 043	7 038
Private bus	617	651	680
Public light bus	4 350	4 350	4 350
Private light bus	3 081	3 122	3 094
Goods vehicle	114 194	114 757	115 468
Special purpose vehicle	1 777	1 840	1 883

- (2) The numbers of registered electric private cars and non-electric private cars in Hong Kong in the past three calendar years are tabulated as follows:

Vehicle class	Number of registered vehicles (as at year end)		
	2015	2016	2017
Electric private car	3 806	6 829	10 666
Non-electric private car	564 080	576 208	589 777

- End -

CONTROLLING OFFICER'S REPLY**THB(T)380****(Question Serial No. 6072)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the figures on the supply of and demand for parking spaces in each of the districts with breakdown by vehicle type, district, and area of residential units. What are the details regarding the review on commercial vehicle (CV) parking policy and standards to be conducted by the Government in this financial year? What are the progress, timetable and phased targets? What are the manpower and expenditure involved?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 432)Reply:

The number of parking spaces as at February 2018 by district and vehicle type is as follows:

District	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	37 988	1 216	84	1 348	40 636
Wan Chai	35 293	142	116	1 042	36 593
Eastern	48 918	2 133	306	2 518	53 875
Southern	38 953	1 205	262	1 832	42 252
Yau Tsim Mong	33 135	2 428	261	2 025	37 849
Sham Shui Po	28 641	3 201	422	1 886	34 150
Kowloon City	49 171	1 641	715	1 875	53 402
Wong Tai Sin	20 859	1 254	136	2 257	24 506
Kwun Tong	46 055	4 195	200	3 892	54 342
Tsuen Wan	35 787	1 947	426	1 281	39 441
Tuen Mun	40 709	2 523	175	1 644	45 051
Yuen Long	40 857	2 108	346	1 677	44 988
North	21 290	1 818	79	781	23 968
Tai Po	28 499	1 194	140	966	30 799
Sai Kung	39 819	1 585	339	2 783	44 526

District	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Sha Tin	72 189	2 740	215	2 803	77 947
Kwai Tsing	35 473	10 954	252	2 629	49 308
Island	15 565	779	226	520	17 090
TOTAL	669 201	43 063	4 700	33 759	750 723

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within the private car parking spaces.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

The Transport Department (TD) does not have a breakdown on the number of parking spaces in each of the district by area of residential units nor compile statistics on the demand for parking spaces in each of the districts.

The TD commenced a consultancy study on parking for CVs in December 2017 for completion in 2019 at a consultancy fee of about \$4 million. The study includes assessing the parking demand of CVs by district and will formulate short to long term measures to address the demand. The study is managed by the TD's existing staff. There is no additional manpower involved nor separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)381

(Question Serial No. 6078)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The last Comprehensive Transport Study (CTS) in Hong Kong was conducted in 1999. Does the Government have any plans to conduct the Fourth CTS? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use):439)

Reply:

Since 1976, the Government has conducted three CTSs to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructure so as to cater for the socio-economic development of Hong Kong. The Third CTS, completed in 1999, has laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railways as the backbone of our passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in transport management; and (5) implementation of more environmentally-friendly transport measures. These broad directions remain applicable today.

Upon completion of the Third CTS, the Transport Department has been updating and enhancing the CTS Model continuously to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data, ensuring the provision of robust and reliable traffic forecasts for planning purposes. The enhanced CTS Model will produce traffic forecasts up to 2041.

The Government has been formulating transport policies through various strategic studies; for example, the "Railway Development Strategy 2014" to map out a blueprint for railway development up to 2031 and the "Public Transport Strategy Study" to review the roles and positioning of various public transport services. Besides, the Government is planning to commission the "Strategic Studies on Railways and Major Roads beyond 2030" to examine the transport infrastructure required to satisfy future traffic demand beyond 2030. Having regard to the above studies covering the major public transport policies and transport infrastructure planning, together with other ongoing topical studies such as the feasibility

study on Electronic Road Pricing pilot scheme in Central and its adjacent areas as well as the study on enhancing walkability in Hong Kong, there is no imminent need to conduct the Fourth CTS at the moment.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)382****(Question Serial No. 6134)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Nowadays the roads in Hong Kong are congested. The capacities of the railway system and the road-based public transport are nearly saturated. Nonetheless, with the urban area development in Hong Kong on both sides of the Victoria Harbour and along the coastline, there has been tremendous geographical edge in developing waterborne transport. In this connection, will the Government inform this Committee of:

- (1) the number of the in-harbour ferry routes, outlying island ferry routes and kaito routes operating in Hong Kong and the details of these routes?

	In-harbour ferry routes	Outlying island ferry routes	Kaito routes
Origin and destination			

- (2) whether the Government has any plan to invite tender for new ferry service in the forthcoming financial year? If yes, what are the details? If no, what are the reasons?

	In-harbour ferry routes	Outlying island ferry routes	Kaito routes
Origin and destination of new ferry service under planning for tender invitation			

- (3) Many citizens reflect their hopes that the Government should develop and plan afresh the waterborne transport, for example, resumption of the ferry services between Hung Hom and Central, Hung Hom and Wan Chai, and Tsuen Wan and Central. Will the Government conduct a planning study on waterborne public transport?
- (4) As pointed out under Programme (1), the Government will refurbish a ferry pier as a pilot renovation project. Will the Government provide details, for example, which ferry pier? What kind of new facilities will be provided? Will there be any improvement of the transport connectivity to the ferry pier?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 441)

Reply:

- (1) There are seven in-harbour ferry routes, 14 outlying island ferry routes and 66 kaito routes in Hong Kong. Details are provided as follows:

7 in-harbour ferry routes	
1	Tsim Sha Tsui—Central
2	Tsim Sha Tsui—Wan Chai
3	North Point — Hung Hom
4	North Point—Kowloon City
5	North Point—Kwun Tong
6	Sai Wan Ho—Sam Ka Tsuen
7	Sai Wan Ho—Kwun Tong

Note:

The vehicular ferry route plying between North Point and Kwun Tong does not carry passengers and therefore is not included.

14 outlying island ferry routes	
1	Central—Cheung Chau
2	Central—Mui Wo
3	Central—Peng Chau
4	Central—Yung Shue Wan
5	Central—Sok Kwu Wan
6	Tuen Mun—Tung Chung—Sha Lo Wan—Tai O
7	Peng Chau—Mui Wo—Chi Ma Wan—Cheung Chau
8	Aberdeen—Pak Kok Tsuen—Yung Shue Wan
9	Aberdeen—Sok Kwu Wan (via Mo Tat)
10	Central—Discovery Bay
11	Discovery Bay—Mui Wo
12	Ma Wan—Central
13	Ma Wan—Tsuen Wan
14	North Point—Joss House Bay ^{Note}

Note:

The “North Point – Joss House Bay” route is operated at Tin Hau Festival (i.e. on the preceding day and the day of Tin Hau Festival) only.

66 kaito routes	
1	Aberdeen—Mo Tat
2	Mo Tat—Sok Kwu Wan
3	Aberdeen—Stanley—Po Toi Island
4	Peng Chau—Discovery Bay(through Trappist Monastery)
5	Cheung Chau Public Pier—Sai Wan

66 kaito routes	
6	Aberdeen Promenade – Ap Lei Chau Aberdeen Wholesale Fish Market – Ap Lei Chau
7	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
8	Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Nam Fung Wan/Leung Shuen Wan/Shu Tsui
9	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan/Kau Sai/Leung Shuen Wan
10	Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan
11	Sai Kung – Kiu Tsui/Wong Yi Chau/Leung Shuen Wan/Hap Mun Bay/Yim Tin Tsai
12	Sai Kung – Kiu Tsui/Yim Tin Tsai/Kau Sai/Pak Lap
13	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
14	Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
15	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
16	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan
17	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Nam Fung Wan/Leung Shuen Wan
18	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Nam Fung Wan/Leung Shuen Wan
19	Pak Sha Wan – Sam Sing Wan/Hap Mun Bay/Kau Sai
20	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
21	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
22	Sai Kung – Kiu Tsui/Yim Tin Tsai/Leung Shuen Wan/Hap Mun Bay/Kau Sai
23	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
24	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan
25	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan/Kau Sai/Leung Shuen Wan
26	Pak Sha Wan – Sam Sing Wan/Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
27	Sai Kung – Kiu Tsui/Yim Tin Tsai/ Pak Wan/Tai She Wan/Kau Sai/Leung Shuen Wan
28	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan/Tai She Wan
29	Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Sai Kung Chong Hing Water Sports Centre/Leung Shuen Wan
30	Sai Kung – Kiu Tsui/Leung Shuen Wan/Hap Mun Bay/Yim Tin Tsai
31	Sai Kung – Hap Mun Bay/Leung Shuen Wan/Sai Wan

66 kaito routes	
32	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan
33	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
34	Sai Kung — Kiu Tsui/Hap Mun Bay/Wong Yi Chau
35	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
36	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
37	Sai Kung — Hap Mun Bay/Sam Sing Wan/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
38	Sai Kung — Pak Sha Wan/Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Leung Shuen Wan
39	Sai Kung — Pak Sha Wan/Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Yim Tin Tsai
40	Sai Kung — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
41	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/ Leung Shuen Wan
42	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Tai She Wan/Leung Shuen Wan
43	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
44	Pak Sha Wan — Sam Sing Wan/Hap Mun Bay/Sha Tsui/Kau Sai
45	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan/Leung Shuen Wan
46	Sai Kung — Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Leung Shuen Wan
47	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
48	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai
49	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai
50	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan
51	Sai Kung — Tai Long Sai Wan/Ham Tin
52	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan/Kau Sai
53	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/ Kau Sai/Leung Shuen Wan
54	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
55	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Sai Kung Chong Hing Water Sports Centre/Leung Shuen Wan
56	Sai Kung — Hap Mun Bay/Kiu Tsui/Leung Shuen Wan
57	Sai Kung — Fo Tau Fan Chau (The Dawn Island Pier)
58	Sai Kung — Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan

66 kaito routes	
59	Sam Ka Tsuen – Tung Lung Island
60	Sai Wan Ho – Tung Lung Island
61	Sha Tau Kok – Ap Chau/Kat O
62	Wong Shek Pier – Wan Tsai/Chek Keng
63	Ma Liu Shui – Lai Chi Wo
64	Ma Liu Shui – Tung Ping Chau
65	Wong Shek – Tap Mun/Ko Lau Wan/Chek Keng
66	Ma Liu Shui – Sham Chung – Lai Chi Chong – Tap Mun – Ko Lau Wan – Chek Keng – Wong Shek Pier

- (2) In 2018-19, the Transport Department (TD) will invite interested parties to express their interest in operating the “Aberdeen – Pak Kok Tsuen – Yung Shue Wan” ferry service upon the expiry of the ten-year licence, which is the maximum aggregate period of a ferry service licence under the law. Also, the TD invites applications for the operation of kaito services from time to time, and will process the applications upon receipt of them.
- (3) Hong Kong has a well-developed public transport system, made up of different transport modes. Regarding journeys between Hung Hom and Central, Hung Hom and Wan Chai, and Tsuen Wan and Central, there are existing public transport services including rail services, franchised buses and minibuses servicing these areas. Currently, the TD has no plan to commission any study on the waterborne public transport in Hong Kong.

Notwithstanding the above, the Government welcomes applications from operators who are interested in providing new in-harbour licensed ferry services. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability, etc. When processing the applications for running new ferry services, the TD will also consider the need for inviting applications from the trade.

- (4) The TD will carry out renovation projects for enhancing ferry piers with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by Architectural Services Department, has identified Yung Shue Wan Ferry Pier as the pilot project, having considered factors such as the conditions and utilisation rates of the pier, as well as the design and technical feasibility. The scope of the pilot project would include provision of passengers’ facilities such as additional toilet facilities, new baby care room with facilities for breastfeeding, more seats as well as other interior refurbishment and better lighting facilities. As the scope of the pilot project focuses on upgrading works of ferry pier, and as vehicular transport (except village vehicles) is not permitted in Yung Shue Wan, interchange improvement is not applicable to the Yung Shue Wan Ferry Pier.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)383****(Question Serial No. 6138)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise the number of traffic accidents of each disciplined service and government department in the past five years and casualties involved, by traffic accident contributory factors (driving inattentively, lost control of vehicle, driving too close to vehicle in front, careless lane changing, improper or illegal turn, careless cycling, reversing negligently, failing to ensure the safety of passenger, disobey give way sign, disobey traffic signal), and by severity (slight, serious, fatal) of accident.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 743)Reply:

The number of government vehicles involved in traffic accidents by the concerned traffic accident contributory factors set out in the question in the past five years are listed below:

Certain traffic accident contributory factors	2013	2014	2015	2016	2017
Driving inattentively	12	11	18	14	16
Lost control of vehicle	6	7	6	10	11
Driving too close to vehicle in front	2	4	6	4	2
Careless lane changing	2	5	1	1	1
Improper or illegal turn	0	0	0	1	0
Careless cycling	0	0	0	0	0
Reversing negligently	1	1	4	1	1
Failing to ensure the safety of passenger	0	0	2	1	1
Disobey give way sign	0	1	0	0	0
Disobey traffic signal	2	1	0	0	0

Note : Some traffic accidents are not attributable to the above contributory factors while some traffic accidents may have more than one contributory factor.

The number of government vehicles involved in traffic accidents and the casualties involved by accident severity in the past five years are listed below:

		2013	2014	2015	2016	2017
Number of government vehicles involved in traffic accidents	Fatal	1	0	1	0	0
	Serious	13	12	13	10	12
	Slight	95	89	100	85	71
Number of casualties involved in these accidents	Killed	1	0	1	0	0
	Seriously injured	13	12	13	10	11
	Slightly injured	117	111	122	102	88

The Transport Department does not have separate breakdowns of traffic accidents of each disciplined service and government department. The above figures refer to government vehicles with licence plate number having prefix “AM”.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)384

(Question Serial No. 6143)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise the numbers of traffic accidents involving cyclists and the numbers of cyclist casualties over the past five years. Please provide the figures by districts, locations and severities.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 745)

Reply:

The numbers of traffic accidents involving cyclists and the numbers of cyclist casualties by district, location and severity in the past five years are at Annex.

Numbers of traffic accidents involving cyclists and cyclist casualties by district in years between 2013 and 2017

District	2013		2014		2015		2016		2017	
	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties	No. of accidents involving cyclists	No. of cyclist casualties
Central and Western	19	17	20	18	23	17	18	14	21	19
Wan Chai	21	18	22	20	17	16	9	7	14	12
Eastern	22	18	38	36	22	18	17	17	22	20
Southern	32	30	28	26	35	33	32	32	18	17
Yau Tsim Mong	42	35	37	31	31	23	20	15	28	21
Sham Shui Po	40	31	50	46	34	26	27	20	29	21
Kowloon City	25	21	30	28	28	27	18	16	20	18
Wong Tai Sin	22	17	19	18	34	29	17	14	15	13
Kwun Tong	26	23	33	30	43	37	37	34	21	18
Kwai Tsing	28	24	19	17	31	29	22	19	22	19
Tsuen Wan	90	88	66	64	88	84	85	85	86	87
Tuen Mun	161	145	161	148	172	165	131	117	115	105
Yuen Long	391	372	356	330	355	337	354	334	345	318
North	193	178	214	199	218	205	197	182	209	191
Tai Po	590	574	516	504	530	516	452	442	393	380
Sha Tin	599	587	552	544	605	601	424	416	376	358
Sai Kung	118	115	151	146	158	149	135	128	120	111
Islands	130	120	121	110	87	83	92	86	63	51
Total	2 549	2 413	2 433	2 315	2 511	2 395	2 087	1 978	1 917	1 779

Numbers of cyclist casualties by severity and district in years between 2013 and 2017

District	2013			2014			2015			2016			2017		
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured
Central and Western	0	2	15	0	4	14	1	5	11	0	3	11	0	6	13
Wan Chai	0	5	13	0	3	17	0	1	15	0	2	5	0	1	11
Eastern	0	5	13	0	13	23	0	3	15	0	4	13	0	4	16
Southern	0	2	28	1	6	19	0	9	24	0	6	26	1	6	10
Yau Tsim Mong	0	2	33	0	9	22	0	2	21	0	2	13	1	3	17
Sham Shui Po	0	4	27	0	9	37	0	6	20	0	5	15	1	4	16
Kowloon City	0	3	18	0	2	26	0	3	24	1	1	14	0	3	15
Wong Tai Sin	1	4	12	0	7	11	0	10	19	0	3	11	0	0	13
Kwun Tong	0	5	18	0	7	23	0	6	31	1	3	30	1	2	15
Kwai Tsing	1	4	19	1	7	9	0	4	25	0	5	14	0	3	16
Tsuen Wan	1	20	67	0	18	46	1	17	66	0	11	74	0	12	75
Tuen Mun	1	32	112	0	48	100	1	46	118	3	36	78	1	28	76
Yuen Long	0	116	256	2	99	229	3	105	229	2	96	236	2	85	231
North	1	50	127	1	59	139	1	61	143	2	65	115	0	54	137
Tai Po	0	125	449	0	117	387	2	105	409	1	114	327	0	50	330
Sha Tin	1	69	517	1	60	483	0	36	565	2	24	390	1	23	334
Sai Kung	0	29	86	0	33	113	1	30	118	1	20	107	0	12	99
Islands	0	17	103	1	15	94	0	19	64	1	11	74	1	3	47
Total	6	494	1 913	7	516	1 792	10	468	1 917	14	411	1 553	9	299	1 471

Numbers of cyclist casualties by location and district in years between 2013 and 2017

District	2013			2014			2015			2016			2017		
	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^	Cycle track	Carriage-way	Others^
Central and Western	0	16	1	0	16	2	0	15	2	0	14	0	0	18	1
Wan Chai	0	18	0	0	20	0	0	15	1	0	6	1	0	12	0
Eastern	0	18	0	0	36	0	0	13	5	0	17	0	0	18	2
Southern	0	27	3	0	25	1	0	32	1	0	31	1	0	16	1
Yau Tsim Mong	0	35	0	0	30	1	0	23	0	0	15	0	0	21	0
Sham Shui Po	0	29	2	0	43	3	0	25	1	0	19	1	0	20	1
Kowloon City	0	17	4	0	25	3	0	17	10	0	16	0	0	16	2
Wong Tai Sin	0	14	3	0	13	5	0	21	8	0	14	0	0	9	4
Kwun Tong	0	18	5	0	25	5	0	29	8	0	26	8	0	17	1
Kwai Tsing	0	20	4	0	16	1	0	25	4	0	16	3	0	17	2
Tsuen Wan	0	81	7	0	45	19	0	67	17	0	74	11	0	69	18
Tuen Mun	56	70	19	53	75	20	51	93	21	27	61	29	30	50	25
Yuen Long	93	235	44	62	227	41	85	224	28	65	228	41	63	208	47
North	60	91	27	71	102	26	60	113	32	45	106	31	52	107	32
Tai Po	394	134	46	370	101	33	407	82	27	320	96	26	279	70	31
Sha Tin	471	91	25	456	72	16	485	97	19	329	63	24	270	55	33
Sai Kung	68	38	9	82	50	14	93	49	7	72	40	16	74	23	14
Islands	21	62	37	15	75	20	15	60	8	12	50	24	6	27	18
Total	1 163	1 014	236	1 109	996	210	1 196	1 000	199	870	892	216	774	773	232

Note: ^ Others refer to places such as cycle parks, playgrounds and open spaces.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)385

(Question Serial No. 6148)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the figures on the number of self-drive tours and the Mainland drivers driving their private cars to Hong Kong in the past five years, with breakdowns by the control points.

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 746)

Reply:

The first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) was rolled out in March 2012 to allow qualified owners of Hong Kong private cars entering Guangdong with ad hoc quota. The Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same. Hence, there was no Mainland driver driving their private cars to Hong Kong with ad hoc quota in the past five years.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)386

(Question Serial No. 5812)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Quite a number of residents of San Po Kong and Wong Tai Sin have complained that notwithstanding the significant increase in pedestrian and traffic flows in the district upon completion of new commercial buildings and hotels, the supply of parking spaces in the district is severely insufficient, leading to serious illegal kerbside parking problems and vehicle-pedestrian conflicts. As a result, traffic accidents involving casualties occurred from time to time. Despite so, the Government has all along turned a deaf ear to the residents' demands. The newly completed housing estate (King Tai Court) under the Government's Green Form Subsidised Home Ownership Scheme (GSH) not only is not provided with a car park, but its construction also entailed the rezoning of a temporary large-scale open-air car park site in the district, without being accompanied by the corresponding provision of additional parking spaces. This brought resentment and grievances among motorists.

What short, medium and long term measures will the Government take to increase the provision of parking spaces in the district so as to address residents' demands and alleviate public grievances? What is the estimated government expenditure involved in taking these measures?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 72)

Reply:

The Government is actively pursuing a number of measures to increase parking spaces. These measures include:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines for new developments;
- (c) providing public car parks in suitable new government, institution and community facilities;

- (d) allowing parking of school buses inside school premises after school hours;
- (e) providing additional parking spaces and picking up/setting down facilities for coaches;
- (f) taking forward a consultancy study on parking for commercial vehicles, which commenced in December 2017 for completion in 2019, to assess the parking demand of commercial vehicles by district and to formulate short to long term measures to address the demand; and
- (g) examining the feasibility of providing government multi-storey car parks at various locations, and the suitability to adopt an automated parking system.

Increasing the provision for parking is an ongoing task and is undertaken by the existing staff of the Transport Department. There is no separate breakdown of manpower and expenditure involved. For the study on parking for commercial vehicles, the consultancy fee is about \$4 million.

Specifically, to cater for the parking demand in the San Po Kong area, the Government is considering utilising the underground space beneath the Kai Tak East Playground for providing a public car park. The Energizing Kowloon East Office of the Development Bureau commenced the Study on Pedestrian Environment and Traffic Improvement of San Po Kong Business Area in February 2018, which seeks to ascertain, among other things, the traffic impact of providing an underground public car park at the said location. As the proposal is still at planning stage, the estimated expenditure of the project has yet to be assessed.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)387****(Question Serial No. 5515)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of the following:

Regarding “service development programmes and applications for fare adjustment for different public transport modes”, please provide the extent of fare adjustments in the applications submitted by different public transport modes and the application results from the previous financial year up until now with breakdown by (a) public transport mode (with further breakdown by green minibus (GMB) routes and ferry service); (b) application date; (c) range of fare adjustment applied for; and (d) application result.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 185)Reply:

The latest situation on fare adjustment applications received from various public transport modes in 2017-18 is as follows:

(A) Franchised Bus

Bus company	Application date	Fare adjustment applied for	Result
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	August 2017	To increase by a weighted average of 12%	Being processed
New World First Bus Services Limited	August 2017	To increase by a weighted average of 12%	Being processed

(B) Green Minibus (GMB)

GMB route		Application date	Fare adjustment applied for	Result
1.	Kowloon (Kln) 5M	April 2017	To increase by 22.2%	To be increased by 8.9%
2.	Kln 37A	April 2017	To increase by 10.5%	Increased by 7.9%
3.	Kln 37M	April 2017	To increase by 10.5%	Increased by 7.9%
4.	New Territories (NT) 27	April 2017	To increase by 13.7%	To be increased by 8.2%
5.	NT 27A	April 2017	To increase by 12.8%	To be increased by 9%
6.	NT 27B	April 2017	To increase by 12.8%	To be increased by 9%
7.	NT 39	April 2017	To increase by 11.9%	To be increased by 10.2%
8.	NT 39A	April 2017	To increase by 11.9%	To be increased by 10.2%
9.	NT 68K	April 2017	To increase by 13.2%	To be increased by 5.7%
10.	NT 69K	April 2017	To increase by 11.1%	To be increased by 4.8%
11.	NT 501A	April 2017	To increase by 20%	To be increased by 13.3%
12.	NT 501K	April 2017	To increase by 20%	To be increased by 13.3%
13.	NT 501S	April 2017	To increase by 20%	To be increased by 14.7%
14.	NT 811	April 2017	To increase by 13.6%	To be increased by 9.1%
15.	NT 811A	April 2017	To increase by 11.1%	To be increased by 9.9%
16.	NT 811P	April 2017	To increase by 16.3%	To be increased by 11.6%
17.	NT 811S	April 2017	To increase by 13.6%	To be increased by 11.4%
18.	NT 310M	May 2017	To increase by 10%	To be increased by 10%
19.	NT 312	May 2017	To increase by 7.8%	Increased by 7.8%
20.	NT 313	May 2017	To increase by 7.6%	Increased by 7.6%
21.	NT 410	May 2017	To increase by 9%	To be increased by 10.3%
22.	Hong Kong Island (HKI) 22	June 2017	To increase by 13.3%	Increased by 10.7%
23.	HKI 22S	June 2017	To increase by 13.3%	Increased by 10.7%
24.	HKI 22X	June 2017	To increase by 13.3%	Increased by 10.7%
25.	HKI 23	June 2017	To increase by 18.2%	Increased by 12.7%
26.	HKI 23M	June 2017	To increase by 18.2%	Increased by 12.7%
27.	HKI 65	June 2017	To increase by 21.9%	Increased by 7.8%
28.	HKI 65A	June 2017	To increase by 21.9%	Increased by 7.8%
29.	NT 57K	June 2017	To increase by 9.6%	To be increased by 5.8%
30.	NT 58K	June 2017	To increase by 10.6%	To be increased by 6.4%
31.	NT 58S	June 2017	To increase by 10.5%	To be increased by 6.3%
32.	NT 59K	June 2017	To increase by 10.6%	To be increased by 7.1%
33.	NT 20A	July 2017	To increase by 14.8%	To be increased by 5.6%
34.	NT 20B	July 2017	To increase by 15.9%	To be increased by 5.8%
35.	NT 20C	July 2017	To increase by 15.1%	To be increased by 5.5%
36.	NT 20E	July 2017	To increase by 15.1%	To be increased by 5.5%
37.	NT 20K	July 2017	To increase by 14.8%	To be increased by 4.9%
38.	NT 20M	July 2017	To increase by 14.8%	To be increased by 5.6%
39.	NT 20P	July 2017	To increase by 14.8%	To be increased by 5.6%
40.	NT 20R	July 2017	To increase by 15.5%	To be increased by 5.2%
41.	NT 20S	July 2017	To increase by 16.7%	To be increased by 6.3%
42.	NT 20T	July 2017	To increase by 15.9%	To be increased by 5.8%
43.	NT 20X	July 2017	To increase by 14.8%	To be increased by 5.6%
44.	NT 21A	July 2017	To increase by 16.3%	To be increased by 7%

GMB route		Application date	Fare adjustment applied for	Result
45.	NT 21K	July 2017	To increase by 15.5%	To be increased by 5.2%
46.	NT 22K	July 2017	To increase by 15.2%	To be increased by 6.1%
47.	NT 23K	July 2017	To increase by 14.9%	To be increased by 6.4%
48.	NT 23S	July 2017	To increase by 15.4%	To be increased by 5.8%
49.	NT 90A	July 2017	To increase by 50%	Being processed
50.	NT 90P	July 2017	To increase by 50%	Being processed
51.	NT 91	July 2017	To increase by 38.5%	Being processed
52.	NT 91A	July 2017	To increase by 44.4%	Being processed
53.	Kln 23	August 2017	To increase by 16.7%	Being processed
54.	Kln 23B	August 2017	To increase by 12.5%	Being processed
55.	Kln 23C	August 2017	To increase by 16.7%	Being processed
56.	Kln 23M	August 2017	To increase by 16.7%	Being processed
57.	Kln 23S	August 2017	To increase by 7.1%	Being processed
58.	Kln 24	August 2017	To increase by 26.3%	Being processed
59.	Kln 24M	August 2017	To increase by 14.7%	Being processed
60.	NT 36	August 2017	To increase by 23%	Being processed
61.	NT 37	August 2017	To increase by 23%	Being processed
62.	NT 38	August 2017	To increase by 23%	Being processed
63.	NT 80	August 2017	To increase by 15.6%	Being processed
64.	NT 95	August 2017	To increase by 16.2%	Being processed
65.	NT 95A	August 2017	To increase by 16.1%	Being processed
66.	NT 95K	August 2017	To increase by 16.2%	Being processed
67.	NT 95M	August 2017	To increase by 16.1%	Being processed
68.	NT 96	August 2017	To increase by 15.6%	Being processed
69.	NT 96A	August 2017	To increase by 13.6%	Being processed
70.	NT 96B	August 2017	To increase by 16.2%	Being processed
71.	NT 96C	August 2017	To increase by 15.6%	Being processed
72.	NT 96M	August 2017	To increase by 15.6%	Being processed
73.	NT 96P	August 2017	To increase by 16.2%	Being processed
74.	NT 401	August 2017	To increase by 11.1%	Being processed
75.	NT 402S	August 2017	To increase by 9%	Being processed
76.	NT 601	August 2017	To increase by 11.9%	Being processed
77.	NT 601B	August 2017	To increase by 8.1%	Being processed
78.	NT 601C	August 2017	To increase by 9.1%	Being processed
79.	NT 602	August 2017	To increase by 11.9%	Being processed
80.	NT 602C	August 2017	To increase by 9.1%	Being processed
81.	NT 603	August 2017	To increase by 11.9%	Being processed
82.	NT 604	August 2017	To increase by 18.4%	Being processed
83.	NT 605	August 2017	To increase by 17.9%	Being processed
84.	NT 606S	August 2017	To increase by 4.2%	Being processed
85.	NT 807A	August 2017	To increase by 20.9%	Being processed
86.	NT 807B	August 2017	To increase by 20%	Being processed
87.	NT 807K	August 2017	To increase by 20%	Being processed
88.	NT 807P	August 2017	To increase by 20.9%	Being processed
89.	HKI 45A	September 2017	To increase by 15.4%	To be increased by 5.8%
90.	HKI 45S	September 2017	To increase by 15.4%	To be increased by 5.8%
91.	NT 50A	September 2017	To increase by 10.9%	Being processed
92.	NT 50K	September 2017	To increase by 10.9%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
93.	NT 51K	September 2017	To increase by 10.3%	Being processed
94.	NT 113	September 2017	To increase by 10.5%	Being processed
95.	HKI 4A	October 2017	To increase by 14.6%	Being processed
96.	HKI 4B	October 2017	To increase by 12.9%	Being processed
97.	HKI 4C	October 2017	To increase by 14.6%	Being processed
98.	HKI 4M	October 2017	To increase by 7.1%	Being processed
99.	HKI 4S	October 2017	To increase by 56.3%	Being processed
100.	HKI N4X	October 2017	To increase by 14.6%	Being processed
101.	HKI 5	October 2017	To increase by 19.3%	Being processed
102.	HKI 5M	October 2017	To increase by 7.1%	Being processed
103.	HKI 8	October 2017	To increase by 8.5%	Being processed
104.	HKI 8X	October 2017	To increase by 8.5%	Being processed
105.	HKI 35M	October 2017	To increase by 12.9%	Being processed
106.	HKI 51	October 2017	To increase by 13.3%	Being processed
107.	HKI 51A	October 2017	To increase by 13.3%	Being processed
108.	HKI 51S	October 2017	To increase by 14.3%	Being processed
109.	HKI 63	October 2017	To increase by 12.3%	Being processed
110.	HKI 63A	October 2017	To increase by 9.8%	Being processed
111.	HKI 69	October 2017	To increase by 14.8%	Being processed
112.	HKI 69A	October 2017	To increase by 16.7%	Being processed
113.	HKI 69X	October 2017	To increase by 16.3%	Being processed
114.	NT 83A	October 2017	To increase by 12.7%	Being processed
115.	NT 85	October 2017	To increase by 12.7%	Being processed
116.	NT 86	October 2017	To increase by 12.7%	Being processed
117.	NT 86A	October 2017	To increase by 12.3%	Being processed
118.	NT 86M	October 2017	To increase by 12.7%	Being processed
119.	NT 403	October 2017	To increase by 14.6%	Being processed
120.	NT 403A	October 2017	To increase by 14.6%	Being processed
121.	NT 403P	October 2017	To increase by 14.6%	Being processed
122.	NT 403X	October 2017	To increase by 14.6%	Being processed
123.	HKI 30	November 2017	To increase by 13%	Being processed
124.	HKI 66	November 2017	To increase by 16.7%	Being processed
125.	HKI 66A	November 2017	To increase by 16.7%	Being processed
126.	HKI 68	November 2017	To increase by 17.4%	Being processed
127.	Kln 70	November 2017	To increase by 9.6%	Being processed
128.	Kln 70A	November 2017	To increase by 9.6%	Being processed
129.	Kln 83A	November 2017	To increase by 13.5%	Being processed
130.	Kln 83M	November 2017	To increase by 13.5%	Being processed
131.	NT 46	November 2017	To increase by 8.5%	Being processed
132.	NT 46A	November 2017	To increase by 8.5%	Being processed
133.	NT 502	November 2017	To increase by 12.5%	Being processed
134.	HKI 52	December 2017	To increase by 14.6%	Being processed
135.	Kln 18M	December 2017	To increase by 11.1%	Being processed
136.	Kln 19	December 2017	To increase by 20.8%	Being processed
137.	Kln 19A	December 2017	To increase by 11.4%	Being processed
138.	Kln 19M	December 2017	To increase by 15.4%	Being processed
139.	Kln 19S	December 2017	To increase by 15.4%	Being processed
140.	Kln 60	December 2017	To increase by 10.6%	Being processed

	GMB route	Application date	Fare adjustment applied for	Result
141.	Kln 66S	December 2017	To increase by 10.4%	Being processed
142.	Kln 69	December 2017	To increase by 14.4%	Being processed
143.	Kln 69A	December 2017	To increase by 12.2%	Being processed
144.	NT 40	December 2017	To increase by 10%	Being processed
145.	NT 41	December 2017	To increase by 9.1%	Being processed
146.	NT 97A	December 2017	To increase by 9.6%	Being processed
147.	NT 99	December 2017	To increase by 12.1%	Being processed
148.	HKI 39C	January 2018	To increase by 14.3%	Being processed
149.	HKI 39M	January 2018	To increase by 16.3%	Being processed
150.	HKI 39S	January 2018	To increase by 14.3%	Being processed
151.	HKI 40	January 2018	To increase by 15.7%	Being processed
152.	HKI 40X	January 2018	To increase by 15.7%	Being processed
153.	Kln 45B	January 2018	To increase by 30.8%	Being processed
154.	Kln 45M	January 2018	To increase by 30.8%	Being processed
155.	NT 1	January 2018	To increase by 18%	Being processed
156.	NT 1A	January 2018	To increase by 18%	Being processed
157.	NT 1S	January 2018	To increase by 16.5%	Being processed
158.	NT 2	January 2018	To increase by 27.7%	Being processed
159.	NT 7	January 2018	To increase by 15.7%	Being processed
160.	NT 9	January 2018	To increase by 10.3%	Being processed
161.	NT 109M	January 2018	To increase by 14.3%	Being processed
162.	NT 481	January 2018	To increase by 14.6%	Being processed
163.	NT 481A	January 2018	To increase by 14.6%	Being processed
164.	NT 481B	January 2018	To increase by 14.6%	Being processed
165.	NT 482	January 2018	To increase by 14.1%	Being processed
166.	HKI 54	February 2018	To increase by 20%	Being processed
167.	HKI 54M	February 2018	To increase by 15.1%	Being processed
168.	HKI 54S	February 2018	To increase by 15.1%	Being processed
169.	HKI 55	February 2018	To increase by 14.3%	Being processed
170.	Kln 13	February 2018	To increase by 20%	Being processed
171.	Kln 13A	February 2018	To increase by 28.6%	Being processed
172.	NT 28K	February 2018	To increase by 2%	Being processed
173.	NT 28S	February 2018	To increase by 5.6%	Being processed

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by the Transport Department (TD) may differ. In some cases, the TD may also require the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 14 GMB routes had applied for fare increase but their applications were rejected by the TD.

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	October 2017	To increase by 12% (Fast Ferry) and 10% (Ordinary Ferry) for weekday service and, 13.3% (Fast Ferry) and 12% (Ordinary Ferry) for holiday service	Being processed
2.	Discovery Bay – Central	October 2017	To increase by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6% (T-Card) for overnight service	Being processed
3.	North Point – Kwun Tong (Dangerous Goods Vehicular Service)	January 2018	To increase by 8.4% (vehicles not exceeding 11 meters in length and exceeding 5.5 tonnes in weight) and 7.1% (vehicles not exceeding 11 meters in length and not exceeding 5.5 tonnes in weight)	Being processed

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2016	To increase by 16%	Increased by 10% on average on 9 April 2017
New Territories Taxi	April 2016	To increase by 17.4%	Increased by 11.2% on average on 9 April 2017
Lantau Taxi	April 2016	To increase by 18.2%	Increased by 8.6% on average on 9 April 2017

(E) Tram

Application date	Fare adjustment applied for	Result
August 2017	To increase by 13.0%	Being processed

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for franchised ferry services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)388****(Question Serial No. 5518)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the regulation of cross-boundary vehicles, please inform this Committee of the following:

- (1) What were the numbers of applications received and approved under the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) for self-drive to Guangdong Province in the past three years?
- (2) It was indicated during the preparation stage of introducing ad hoc quotas that the ultimate goal was to allow Mainland vehicles to apply for self-drive tours in Hong Kong under the Scheme. Is there any implementation timetable for such initiative? If yes, what are the details?
- (3) Please provide information on road traffic offences committed by the Mainland drivers holding “cross-boundary vehicle licences” in the past three years.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 186)

Reply:

- (1) The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. The numbers of applications received and approved in the past three years are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2015	2 293	2 151
2016	2 711	2 597
2017	2 866	2 773

- (2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region clearly indicated in 2012 that there was no concrete

implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same.

- (3) The Hong Kong Police Force does not compile or maintain any statistics on road traffic offences committed by Mainland drivers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)389

(Question Serial No. 5519)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised bus service under this Programme, please inform this Committee of the following:

- (1) Given that the Transport Department (TD) and bus companies have implemented several bus route rationalisation proposals using the Area Approach over the past few years, will similar proposals be introduced in 2018-19 and 2019-20? If yes, what are the areas involved and the details?
- (2) Since traffic speed along busy corridors in urban areas will affect the quality of bus service, what measures will the Transport and Housing Bureau (THB) and the TD take in 2018-19 to address the problem?
- (3) Have studies been conducted on the provision of additional bus-only lanes on more urban road sections in the past three years? If yes, what were the details?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 187)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation plans under the Area Approach to facilitate coordination between railways and other public transport services. In the past few years, the TD has carried out bus route rationalisation under the Area Approach in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po, Kowloon, Central and Western District and Southern District.

According to established practice, the TD will, upon commissioning of new railways, implement public transport re-organisation plans having regard to changes in the travelling patterns and passenger demand. This can enhance the coordination and complementarity between different road-based public transport modes and railway systems for the convenience of passengers and better service efficiency. In view of the upcoming commissioning of the Shatin to Central Link (SCL), the TD has commissioned a consultancy study to assess the impact of SCL on other public transport services and devise the relevant public transport service re-organisation plans. The study commenced in February 2017 for completion in two phases by early 2019. The part on the Tai Wai to Hung Hom section of the SCL will be completed for consultation by the third quarter of 2018. The TD will consult the relevant District Councils and public transport operators on the study outcome. The part on the Hung Hom to Admiralty section of the SCL will be completed by the first quarter of 2019 and the TD will allow sufficient time for consultation before its commencement of operation by 2021. The TD will continue to suitably consider the need to pursue comparatively large-scale bus route rationalisation using the Area Approach in other districts.

- (2) The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD commenced in December 2017 an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in the light of public comments received. The TD will then engage the public to develop a detailed ERP Pilot Scheme and its implementation strategy having regard to the feasibility study result. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

Apart from the above studies, the Government proposed in early 2017 to raise the fixed penalty charges for a number of congestion-related traffic offences. The fixed penalty charges for five such offences were increased by the Legislative Council (LegCo) in January 2018 and will take effect from 1 June 2018. As regards law enforcement, the Hong Kong Police Force will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will pilot the use of technology in 2018 to deter improper use of loading/unloading bays and illegal parking in Kowloon East. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

In addition, the TD has commenced a study on the rationalisation of traffic distribution of the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin (viz. Tate's Cairn Tunnel, Lion Rock Tunnel and Eagle's Nest and Sha Tin Heights Tunnel) (toll rationalisation study). After consulting the LegCo Panel on Transport (the Panel) on the preliminary findings of the toll rationalisation study in

November 2017, the TD is formulating different toll adjustment options of which the impact on tunnel traffic and the community as a whole will be further assessed. The Government will consult the Panel on toll adjustment proposals within the 2017-18 legislative session. If there is broad community support, the toll adjustments for Government tunnels will be implemented through legislative amendments.

The average annual growth rate of licensed private cars is about 4% over the past five years. The growth trend is not sustainable. We will actively explore measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

- (3) The TD studies from time to time possible proposals (including those proposed by franchised bus companies or other parties like district council members) on provision of additional bus-only lanes at individual locations. In the past three years (from 2015 to 2017), the TD extended the operation hours of six bus-only lanes and implemented one additional bus-only lane, the details of which are as follows:

Bus-only lane	Operation hours	Progress
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	The afternoon operation hours were extended from the period between 17:00 and 19:00 to the period between 17:00 and 20:00 daily; the morning operation hours remained unchanged.	Implemented since 18 December 2015.
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	The operation hours were extended from the period between 16:00 and 19:00 to the period between 16:00 and 20:00 on weekdays (except public holidays).	Implemented since 22 January 2016.
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	The operation hours were extended from the period between 07:00 and 10:00 to the periods between 07:00 and 10:00 and between 17:00 and 19:00 on weekdays (except public holidays).	Implemented since 11 April 2016.
Nathan Road southbound (between Mong Kok Road and Dundas Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.

Bus-only lane	Operation hours	Progress
Nathan Road northbound (between Dundas Street and Nelson Street)	The operation hours were extended from the period between 07:00 and 19:00 to the period between 07:00 and 20:00 daily.	Implemented since 11 May 2016.
Heung Yip Road eastbound near Nam Long Shan Road	A 24-hour daily bus-only lane commenced operation.	Implemented since 28 December 2016.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)390

(Question Serial No. 5520)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee: the average vehicular speeds during the morning and evening peak hours of the following roads in 2015, 2016 and 2017: (1) Canal Road Flyover, (2) Gloucester Road east bound, Island Eastern Corridor (section near Victoria Park), (3) Connaught Road West, (4) Connaught Road Central, (5) Pedder Street, (6) Harcourt Road, (7), Hennessy Road, (8) Queen's Road Central, (9) Chatham Road North, (10) Princess Margaret Road, (11) Gascoigne Road, and (12) Kwun Tong Bypass (near Lei Yue Mun Road).

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 188)

Reply:

The Transport Department conducts the Car Journey Time Survey (CJTS) every year to survey vehicular speeds along major roads at major peak hours on weekdays. For road section with less traffic in the evening, the CJTS covers only morning peak periods. The CJTS does not cover weekends when traffic is generally less critical. The average vehicular speeds during the morning and evening peak hours of the concerned road sections in 2015, 2016 and 2017 are at the Annex.

It must be emphasised that average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road		Average speed at morning and evening peak hours [@] [kilometres / hour]					
		2017		2016		2015	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) [#]	50	-	38	-	34	-
	Canal Road Flyover (north bound) [#]	10	-	7	-	10	-
(2)	Gloucester Road (east bound)	15	26	19	25	19	17
	Island Eastern Corridor (section near Victoria Park) (east bound) [#]	55	-	46	-	60	-
	Island Eastern Corridor (section near Victoria Park) (west bound) [#]	25	-	22	-	20	-
(3)	Connaught Road West (east bound)	28	42	37	47	40	39
	Connaught Road West (west bound)	56	56	61	52	56	50
(4)	Connaught Road Central (east bound)	21	16	19	23	22	19
	Connaught Road Central (west bound)	22	15	26	25	25	24
(5)	Pedder Street [§]	6	7	7	9	-	-
(6)	Harcourt Road (east bound)	23	17	34	29	29	20
	Harcourt Road (west bound)	43	22	46	33	45	40
(7)	Hennessy Road (east bound)	17	11	17	6	15	11
	Hennessy Road (west bound)	12	12	15	11	14	12
(8)	Queen's Road Central	18	10	18	12	19	9
(9)	Chatham Road North (south bound) [#]	4	-	5	-	4	-
	Chatham Road North (north bound) [#]	45	-	39	-	32	-
(10)	Princess Margaret Road (south bound)	7	49	8	59	16	49
	Princess Margaret Road (north bound)	51	51	39	56	30	44
(11)	Gascoigne Road (east bound) [#]	8	-	20	-	12	-
	Gascoigne Road (west bound) [#]	18	-	24	-	18	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	52	-	55	-	64	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	64	-	68	-

[@] They refer to morning peak hours at 8:00am - 9:30am and evening peak hours at 5:00pm - 7:00pm on weekdays.

[#] The CJTS only covered the morning peak hours.

[§] The CJTS only covered Pedder Street in 2017 and 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)391****(Question Serial No. 5522)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government introduced in the 2017 Policy Address the initiative of promoting “Walk in HK”. Regarding this initiative, please inform this Committee of:

- (a) the implementation details of this initiative and the expenditure involved in 2017-18 and 2018-19;
- (b) the staff establishment for and the expenditure involved in this initiative; and
- (c) the progress of selecting two areas in Hong Kong for pilot study to test out innovative measures for a comfortable walking environment.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 189)Reply:(a) & (b)

Under the “Walk in HK” initiative, the Transport Department (TD) has implemented specific measures, the details and costs of which are tabulated as follows:

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
a) The TD launched a new walking route search function covering major shopping areas in Causeway Bay in the “Hong Kong e-Transport” mobile application in October 2017 at a cost of about \$300,000.	a) The TD plans to extend the walking route search function to Yau Tsim Mong area by end 2018 at an estimated cost of about \$1 million. The TD is also planning to extend the coverage progressively to other areas in Hong Kong in the coming two to three years. In addition, the TD is exploring new

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
<p>b) The TD completed synchronisation of traffic lights at 18 staggered crossings in 2017 such that the pedestrian green signals on both sides of the refuge island will light up simultaneously for pedestrians to complete the crossings in one go. The cost of the synchronisation works completed is approximately \$160,000.</p> <p>c) The TD has launched a trial scheme to install smart device at signalised pedestrian crossings to lengthen pedestrian green signals time for the elderly and the disabled. The trial has been implemented at four junctions since January 2018. The cost of the smart devices installed in the four junctions is approximately \$2.9 million.</p> <p>d) Under the covered walkway initiative, each of 18 district councils has selected one suitable public walkway for the provision of covers.</p> <p>e) The TD commenced three consultancy studies in end 2017, namely</p>	<p>features in the Hong Kong e-Transport application to facilitate those in need for barrier-free walking routes. The barrier-free walking route search function covering major shopping areas in Causeway Bay will be available in mid-2018. The cost of developing this function is approximately \$300,000.</p> <p>b) Synchronisation of traffic lights at another 20 suitable staggered crossings is scheduled for completion in 2018, and the cost will be approximately \$180,000.</p> <p>c) The smart device will be installed in five more junctions by the first quarter of 2018, and the estimated cost is approximately \$ 2 million.</p> <p>d) The TD and the Highways Department (HyD) will continue with the implementation of the 18 covered walkway proposals, and the HyD is conducting feasibility studies on them. The total consultancy fee covering the feasibility studies of 18 proposals is approximately \$4 million to be incurred by the HyD. The TD will explore the relaxation of existing requirements for adding covers to such walkways as stipulated in the Transport Planning and Design Manual in 2018.</p> <p>e) The total consultancy fees of the three studies are approximately \$13.9 million,</p>

Completed Initiatives Under “Walk in HK” and Expenditures Incurred in 2017-18	Work Plan and Estimated Costs in 2018-19
<p>“Consultancy Study on Enhancing Walkability in Hong Kong”, “Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies” and “Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study”. The first two studies are expected to complete in June 2020 and the third one in March 2019. The expenditures of the three studies incurred in 2017-18 are approximately \$2.6 million.</p>	<p>\$22 million and \$3.6 million respectively. The consultancy fees to be paid for the three studies in 2018-19 are \$5 million, \$8 million, \$3 million respectively. Respective public engagement exercises will be conducted under the three studies in 2018-19.</p>

The three consultancy studies under “Walk in HK” are supervised by three Senior Engineers and four Engineers in total. As for the other measures mentioned above, the work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of manpower for such work.

(c)

The two areas for pilot study will be selected and examined under the “Consultancy Study on Enhancing Walkability in Hong Kong”, based on factors such as the pedestrian flow and traffic conditions of the area, and whether major destinations in the area are densely located and within walking distance, etc. After initial proposals have been worked out within 2018, the TD will conduct local consultation in the two areas concerned.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)392****(Question Serial No. 5523)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the shortage of parking spaces in Hong Kong, please advise this Committee:

- (1) What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) in the 18 districts of Hong Kong?
- (2) Will the Government conduct a study on parking policy or a review on the existing policy? If yes, what are the estimated expenditure and timetable?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 190)Reply:

- (1) The number of parking spaces for private cars and commercial vehicles provided by public car parks (including on-street parking spaces) as at February 2018 in each of the 18 districts is as follows:

District	Number of parking spaces	
	Private car	Commercial vehicle
Central and Western	10 471	980
Wan Chai	10 264	95
Eastern	13 694	795
Southern	8 295	844
Yau Tsim Mong	15 474	2 332
Sham Shui Po	10 329	2 556
Kowloon City	10 429	1 767
Wong Tai Sin	6 301	394
Kwun Tong	14 425	1 278
Tsuen Wan	10 891	1 245
Tuen Mun	10 201	1 618

District	Number of parking spaces	
	Private car	Commercial vehicle
Yuen Long	10 137	1 014
North	6 731	1 107
Tai Po	7 365	747
Sai Kung	12 805	932
Sha Tin	18 637	1 508
Kwai Tsing	11 287	7 864
Islands	6 691	479
Total	194 427	27 555

- (2) The Transport Department is taking forward a consultancy study on parking for commercial vehicles at a consultancy fee of about \$4 million. The study, which commenced in December 2017 for completion in 2019, includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)393

(Question Serial No. 5531)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local bicycle-friendly policy, please advise the Committee on the following:

- (1) In 2018-19, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
- (2) In 2018-19, will action be taken to improve the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
- (3) Will cycling facilities be constructed in the urban area? If yes, what are the details and estimated expenditure involved?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 191)

Reply:

(1) to (3)

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones owing to road safety considerations, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer

and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks, mainly for leisure purpose, in suitable projects during the planning stage. For instance, the Government is considering the provision of cycle tracks in the Kai Tak Development (13 Km), in the Development of Anderson Road Quarry site project (2.6 Km), at the waterfront promenade along the new Central harbourfront (details to be further considered), and on the proposed boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay (2 Km). Since the construction of these cycle tracks will not commence in 2018-19, there is no estimated expenditure for the construction works in 2018-19.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)394****(Question Serial No. 5731)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the vehicle inspection work of public light buses, will the Transport Department (TD) provide the following information:

- (1) the number of public light buses inspected by the TD's vehicle examination centres (VECs) and the number of public light buses failing such inspections with the reasons in the past three years;
- (2) the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
- (3) among the public light buses passing the inspections, the numbers that belong to the models of Toyota Coaster, Mitsubishi Rosa and Dongfeng Gemini.

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use):192)Reply:

- (1) The number of public light buses inspected by Government VECs and the number of public light buses failing such inspections in each of the years between 2015 and 2017 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate ¹
2015	4 479	232	5%
2016	4 552	231	5%
2017	4 336	162	4%

¹ Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

(2) and (3)

There were 4 349 registered public light buses in Hong Kong as in March 2018, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Dongfeng Gemini, Golden Dragon XML6700 series, and Optare Solo. Apart from the Golden Dragon XML6700 series and Optare Solo which were newly introduced in Hong Kong in mid-2017 and early 2018 respectively and hence no inspection has been required yet, all other models had been involved in cases in which the vehicles concerned failed the inspections. The average passing and failure rates of vehicle inspection of public light buses, sorted by vehicle models in the past three years, are as follows:

	Model	Passing rate ²	Failing rate ²
2015-2017	Toyota Coaster	95%	5%
	Mitsubishi Rosa	95%	5%
	Dongfeng Gemini	100%	0%

² Percentages are rounded to the nearest integer.

The TD does not have a breakdown of the reasons for failure cases by manufacturer and vehicle model.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)395****(Question Serial No. 5789)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee:

- (1) In the past three years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?
- (2) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February 2016? How many places that have been issued are not used?
- (3) What were the monthly traffic flows on the closed roads in South Lantau in the past three years?

Asked by: Hon WU Chi-wai (Member Question No. (LegCo use): 193)Reply:

- (1) The number of traffic accidents that occurred on the closed roads in South Lantau and the number of prosecution cases that were related to driving on such closed roads without valid permits in the past three years are provided below:

	2015	2016	2017
Number of traffic accidents	47	40	39
Number of prosecution cases related to driving on Lantau closed roads without valid permits	1 007	932	1 047

- (2) Since the implementation of the Scheme in February 2016 and up to end February 2018, a total of 11 489 places were allotted. The Transport Department (TD) does

not have information on the number of issued places that were not used by the applicants.

- (3) The average daily traffic flows of major closed road sections in South Lantau each year between 2014 and 2016 are provided below:

Year (Calendar year)	2014 (Number of vehicles)	2015 (Number of vehicles)	2016 (Number of vehicles)
Tung Chung Road (south of Shek Mun Kap Road)	4 740	4 820	4 880
South Lantau Road	3 160	2 910	3 340
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 560	2 610	2 620
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 110	1 080	1 150

The traffic data for 2017 are being compiled and therefore are not available. The TD does not have statistics on traffic flow by month.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)396

(Question Serial No. 5271)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in the legislative amendment exercise on reviewing the eligibility requirements for applications of commercial vehicle driving licences, and continue with the preparation work for extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers. Please advise this Committee of the progress of the concerned work, timetable, and the staffing and expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 59)

Reply:

The Government is working on the legislative amendment exercise to relax the requirement of holding a driving licence for private car or light goods vehicle from a period of three years to one year before a person may apply for a commercial vehicle driving licence. At the same time, the design of the courses for extending the mandatory pre-service course requirement, currently applicable to applicants of public light bus full driving licence, to new applicants for a full driving licence to drive a taxi or public bus is also underway. The Government plans to introduce the relevant legislative proposals into the Legislative Council within 2018.

The work as mentioned above is undertaken by staff of the THB and the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -